



PROPOSED TERMINAL 1 CONCOURSE C NORTHWEST END EXPANSION



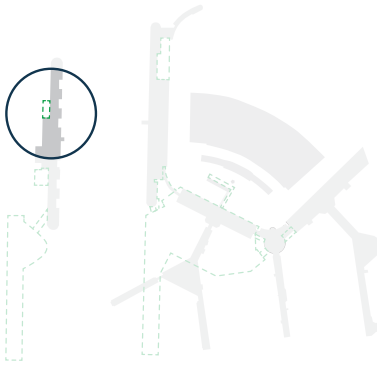
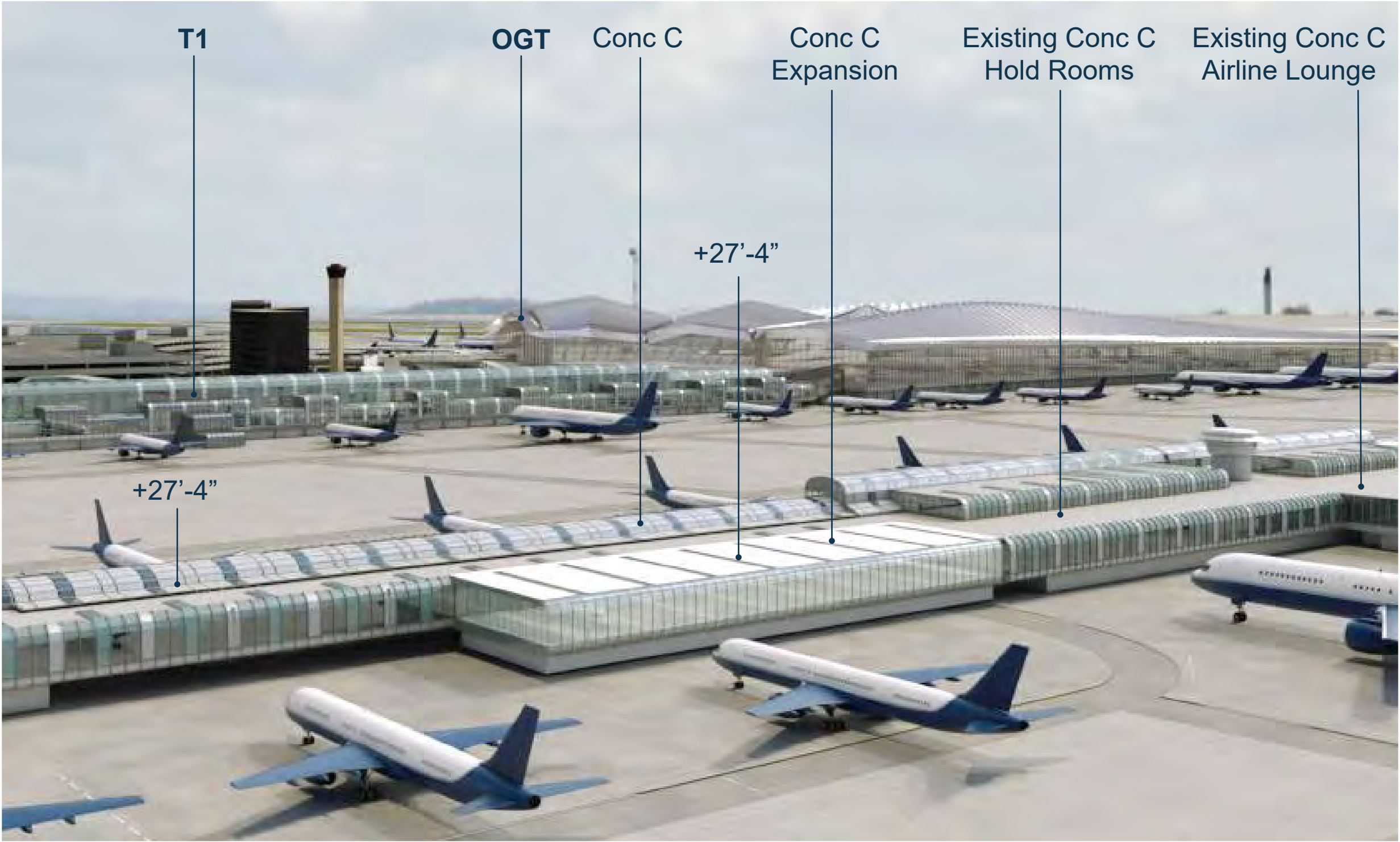
Existing Concourse C Facing Southeast
T1 Conc C Addition



Existing Facility Aerial
Source: Google Earth - November 2019



Concourse C Expansion Facing Southeast
T1 Conc C Addition



Proposed Exterior Rendering



Existing Concourse C Northwest End Expansion Facing West

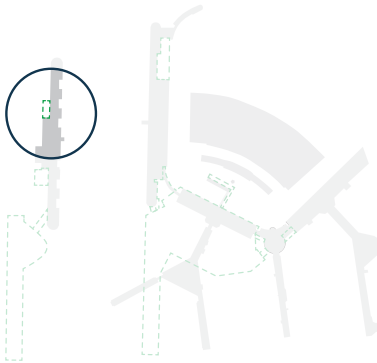
Key
— Proposed Interface Line



Photo
1/14/2020



Concourse C Northwest End Expansion Facing West



Proposed Interior Rendering



Concourse C Northwest End Expansion Facing North



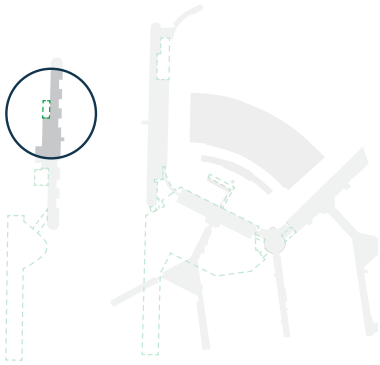
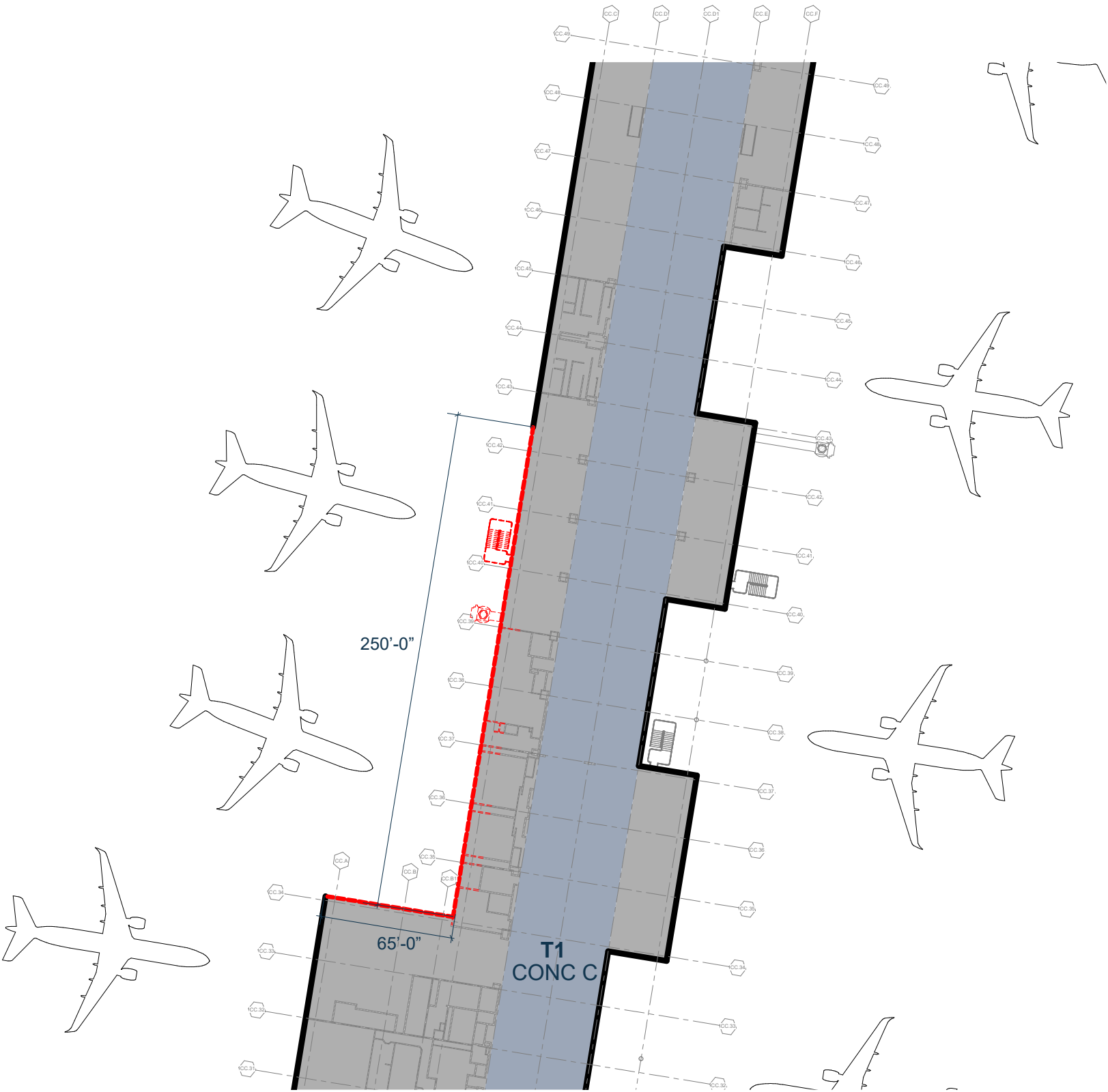
Proposed Interior Rendering

(page intentionally left blank)



Upper/Departures Level of T1 Concourse C T1 Concourse C

- Key**
- Proposed Demolished Walls/Partitions
 - Existing Facility to Remain
 - Existing Airside Circulation



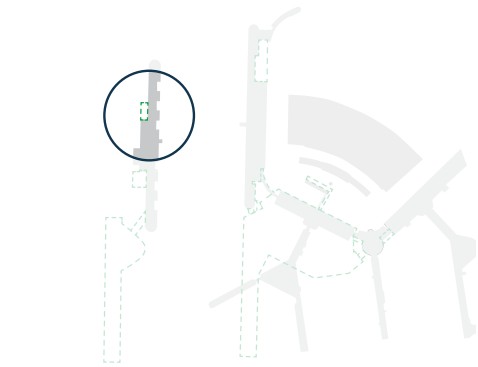
Proposed Upper/Departures Level Demolition Plan



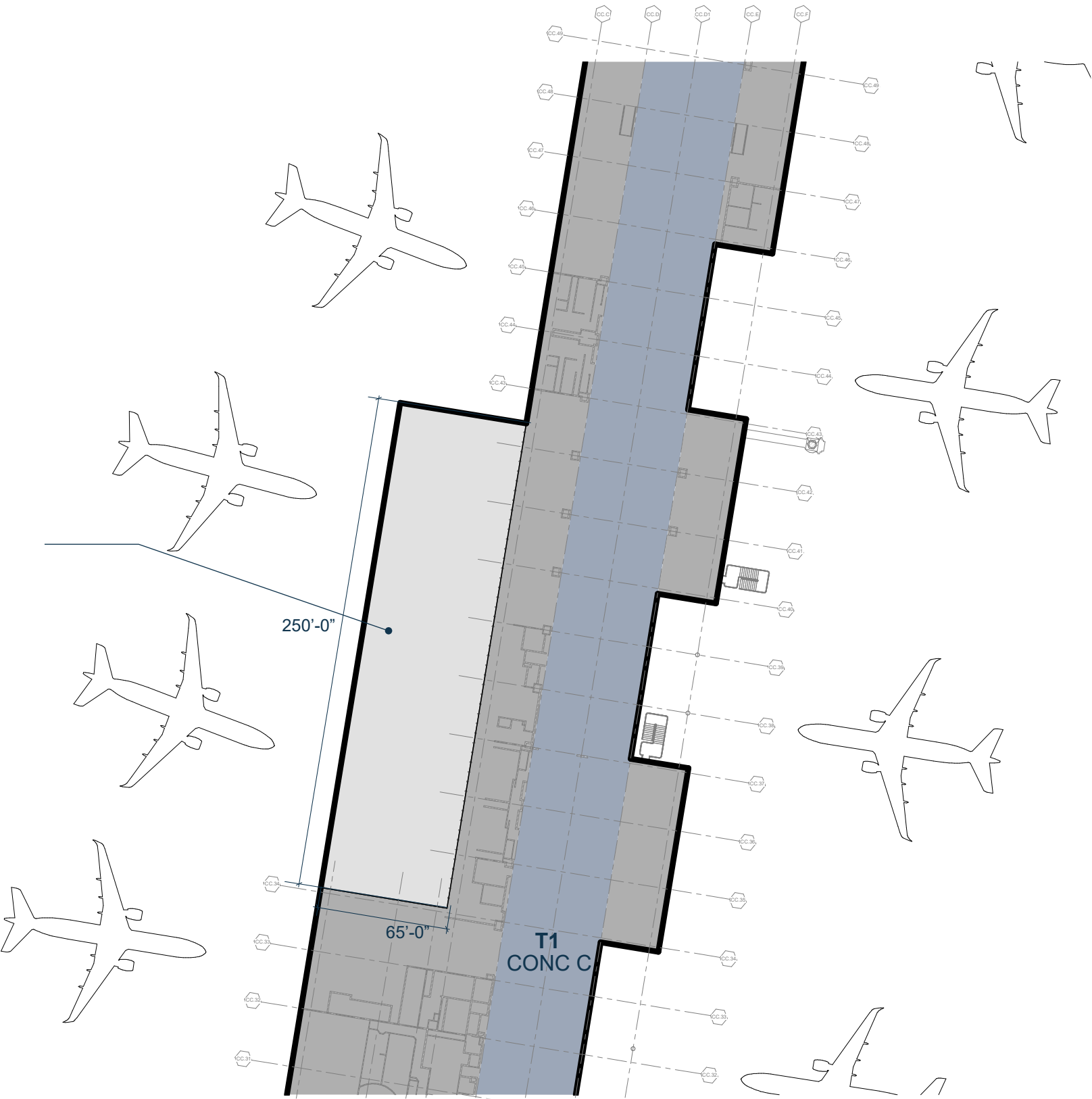
Upper/Departures Level of T1 Concourse C

T1 Concourse C

- Key**
- Existing Facility to Remain
 - Existing Airside Circulation
 - Proposed Exterior Enclosure
 - Proposed Facility



Proposed Expansion



Proposed Upper/Departures Level Plan



Lower/Arrivals Level of T1 Concourse C

T1 Concourse C

- Key**
- Proposed Demolished Walls/Partitions
 - Existing Facility to Remain
 - Line of Building Above

Airside Vehicular
Pass Through

Line of Building
Above

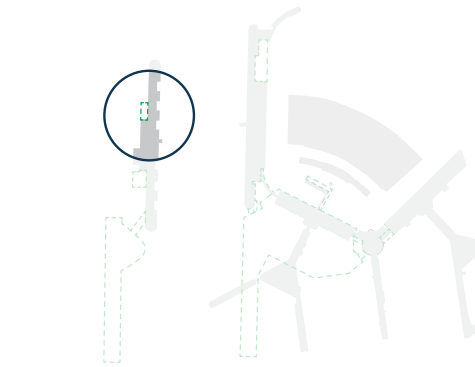
APRON

APRON

Airside Vehicular
Pass Through

T1
CONC C

Proposed Lower/Arrivals Level Demolition Plan





Lower/Arrivals Level of T1 Concourse C

T1 Concourse C

- Key**
- Existing Facility to Remain
 - Proposed Exterior Enclosure
 - Proposed Facility
 - Line of Building Above

Airside Vehicular
Pass Through

Line of Building
Above

APRON

Proposed
Expansion

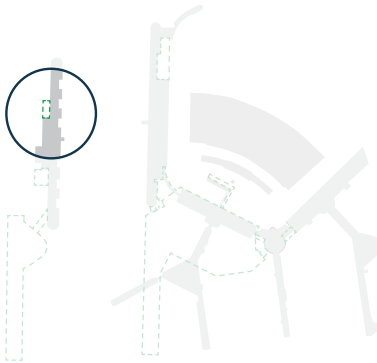
250'-0"

65'-0"

T1
CONC C

APRON

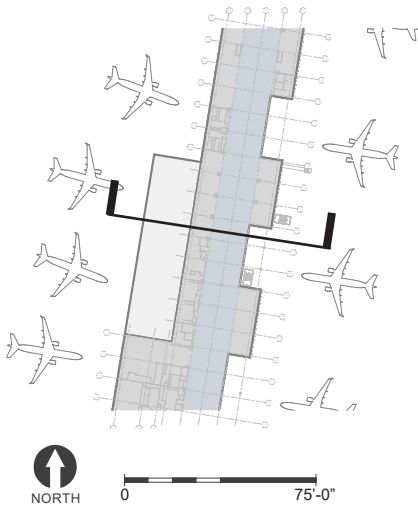
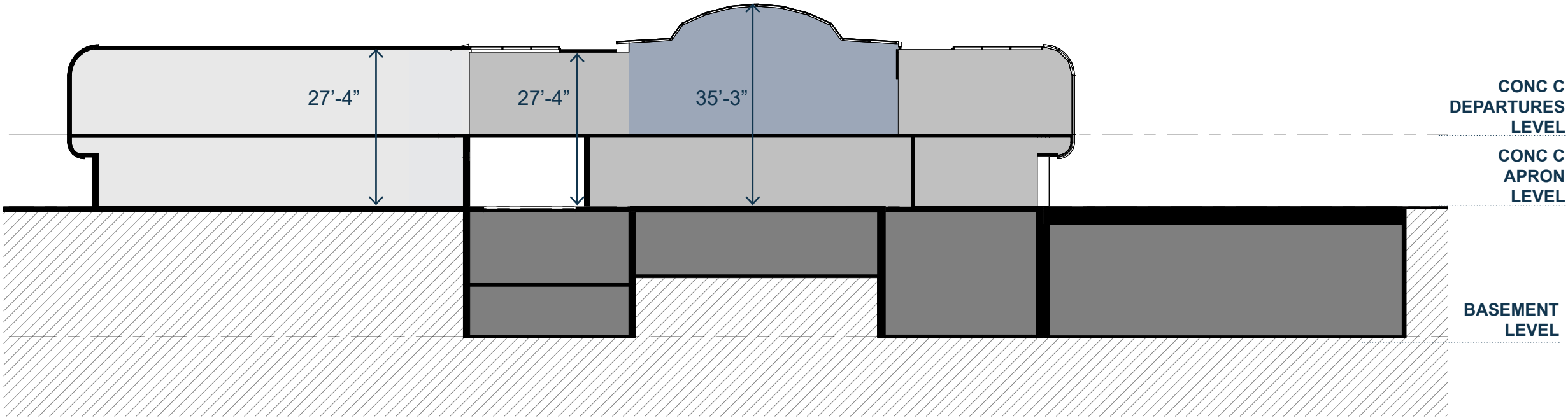
Proposed Lower/Arrivals Level Plan





T1 Concourse C

- Key**
- Existing Facility to Remain
 - Existing Airside Circulation
 - Proposed Exterior Enclosure
 - Proposed Facility



Proposed Section View

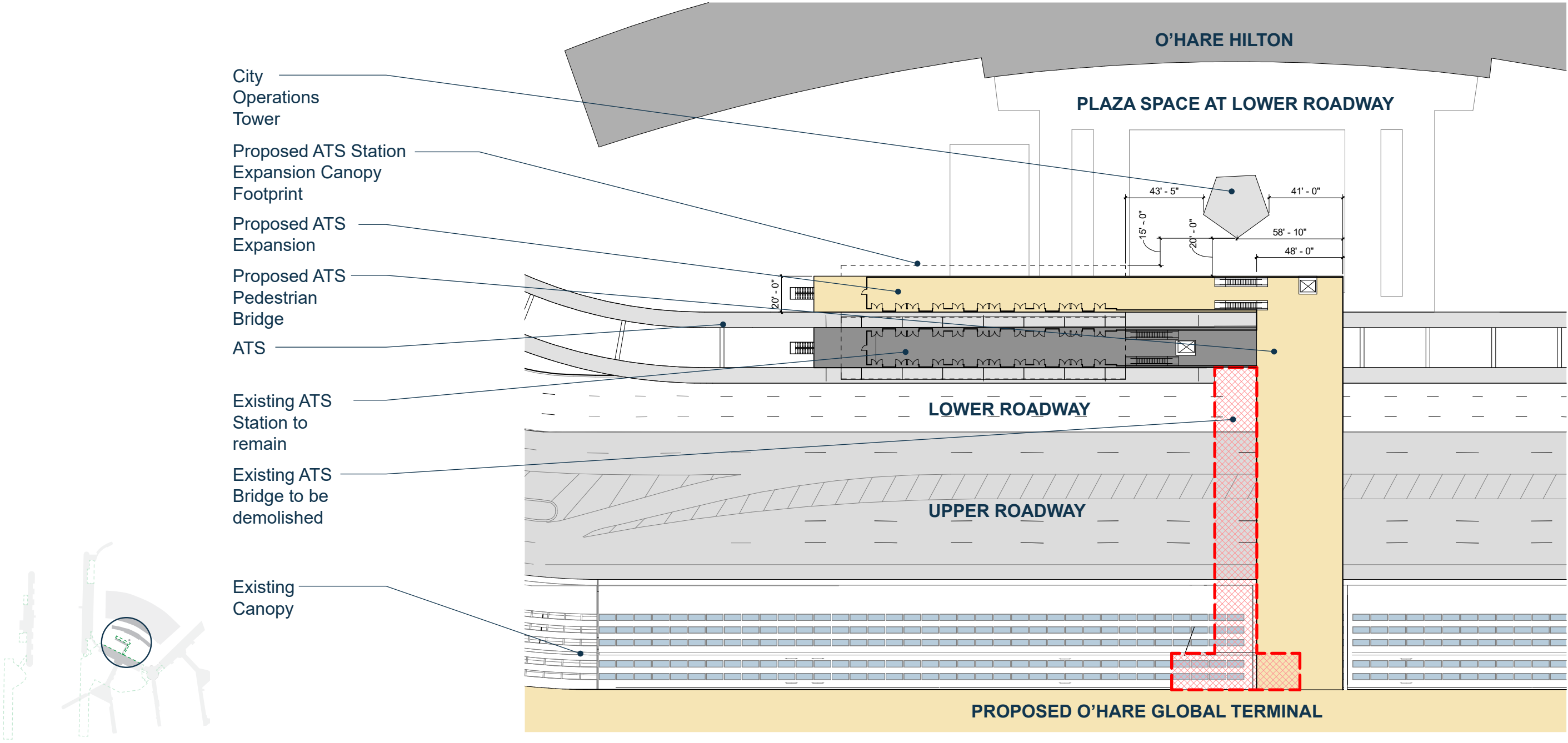
[114]



PROPOSED T2 ATS STATION EXPANSION AND PEDESTRIAN BRIDGE REPLACEMENT



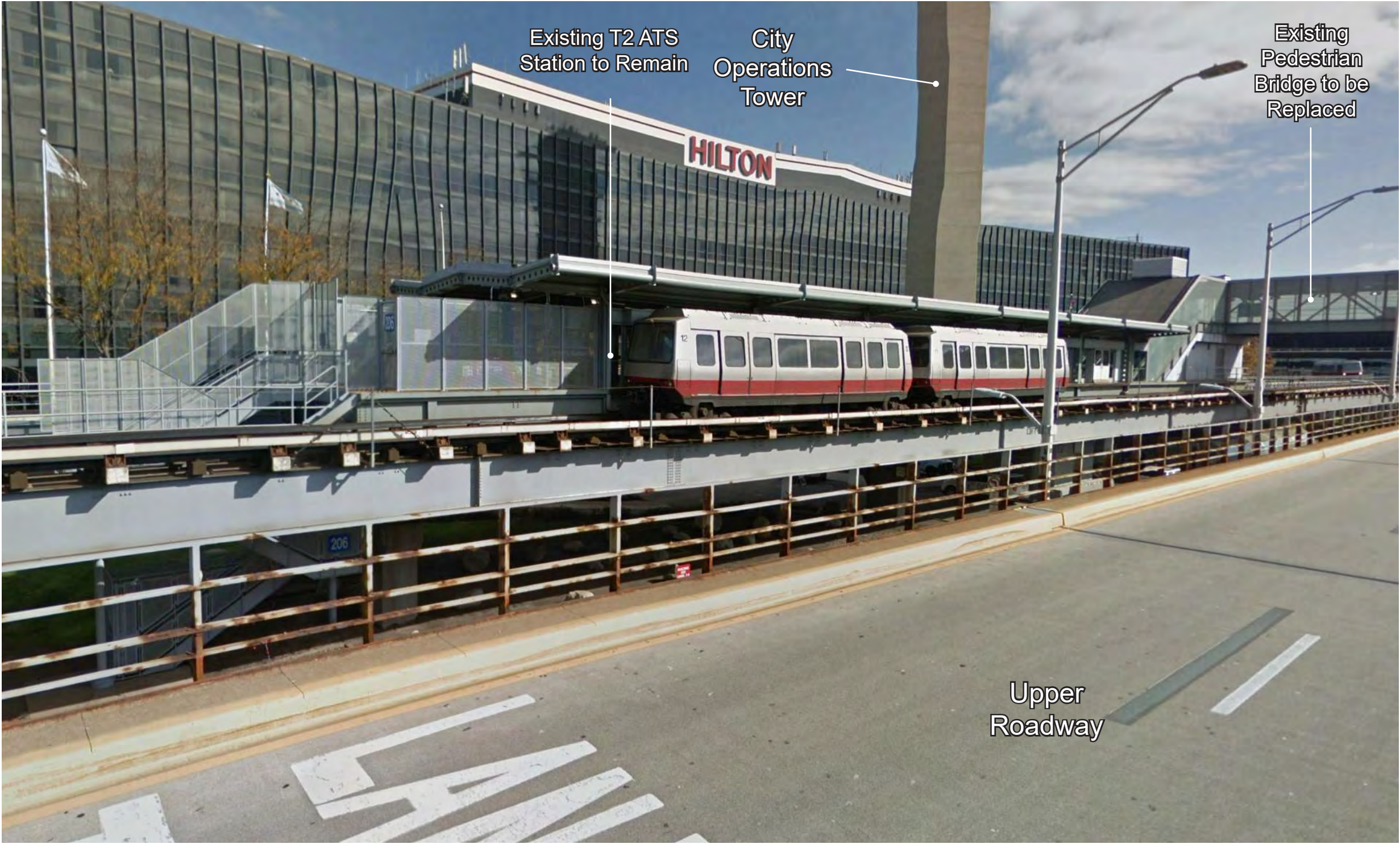
Proposed ATS Expansion



Proposed Plan Diagram

(page intentionally left blank)

Existing ATS Station, Hotel, and City Operations Tower - View Looking North

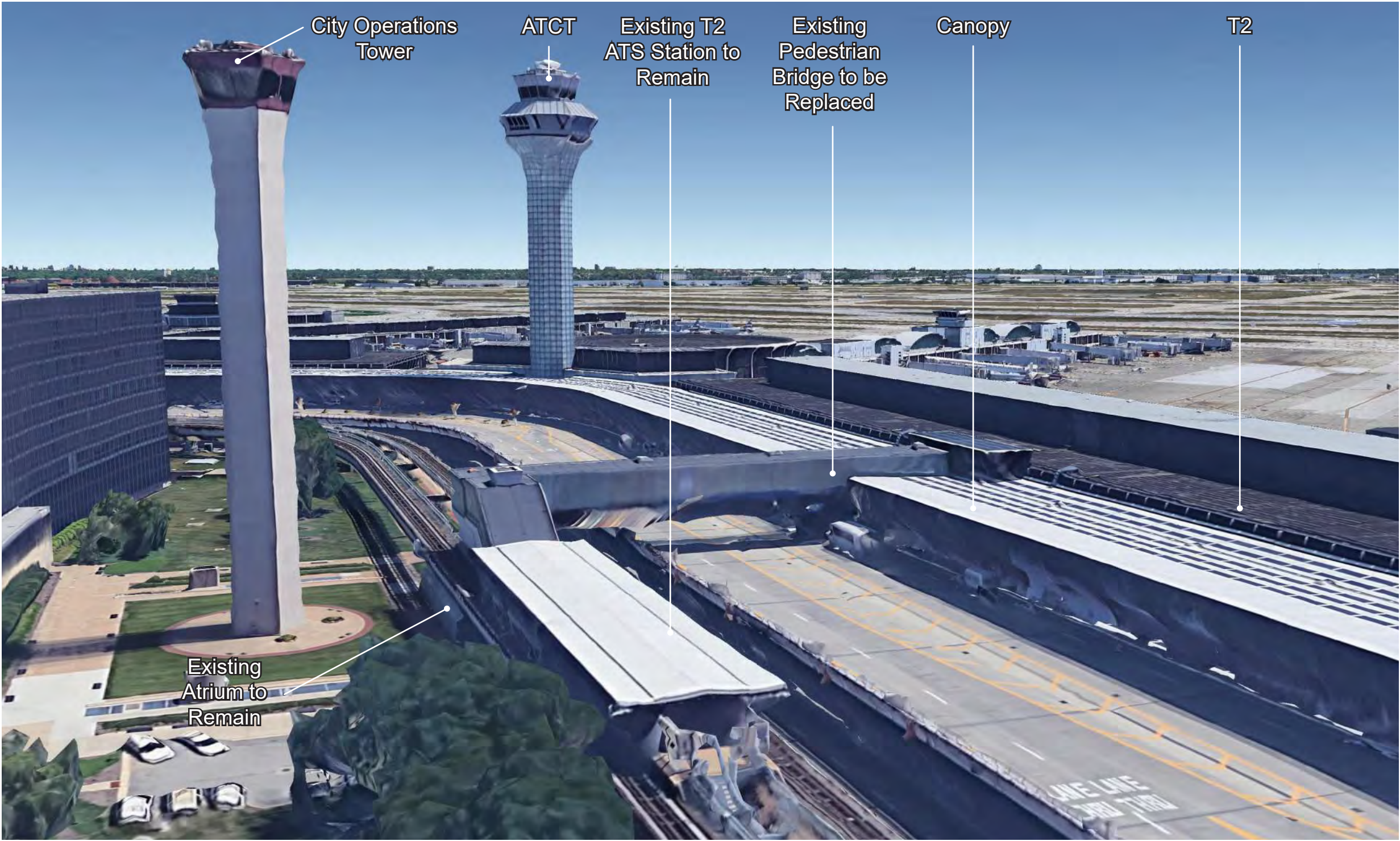


Ground Level View
Source: Google Earth - April 2020

(page intentionally left blank)



Existing ATS Station, FAA Building, and T2 - View Looking South

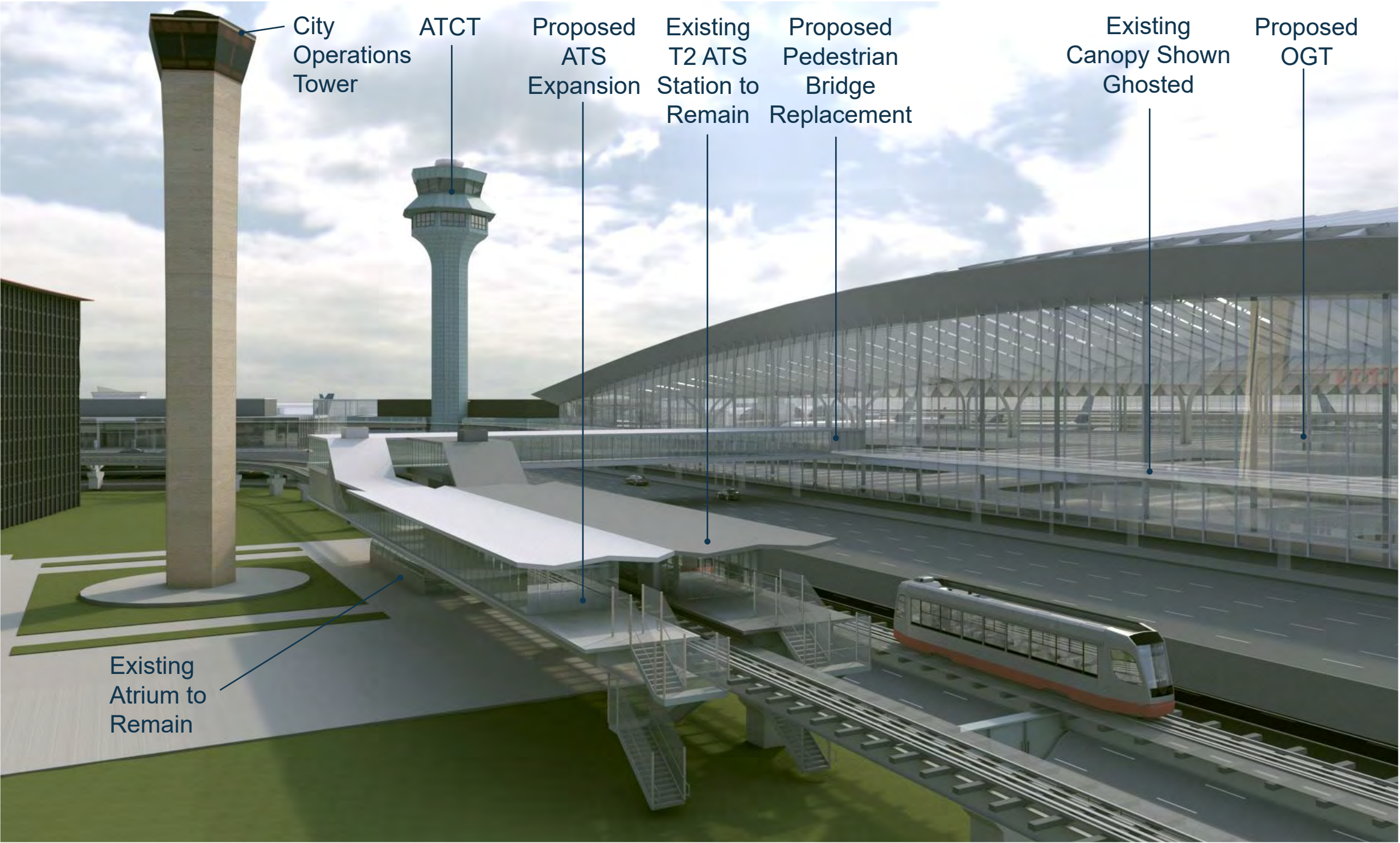


Aerial View
Source: Google Earth - April 2020



Proposed T2 ATS Station Expansion and Pedestrian Bridge Replacement

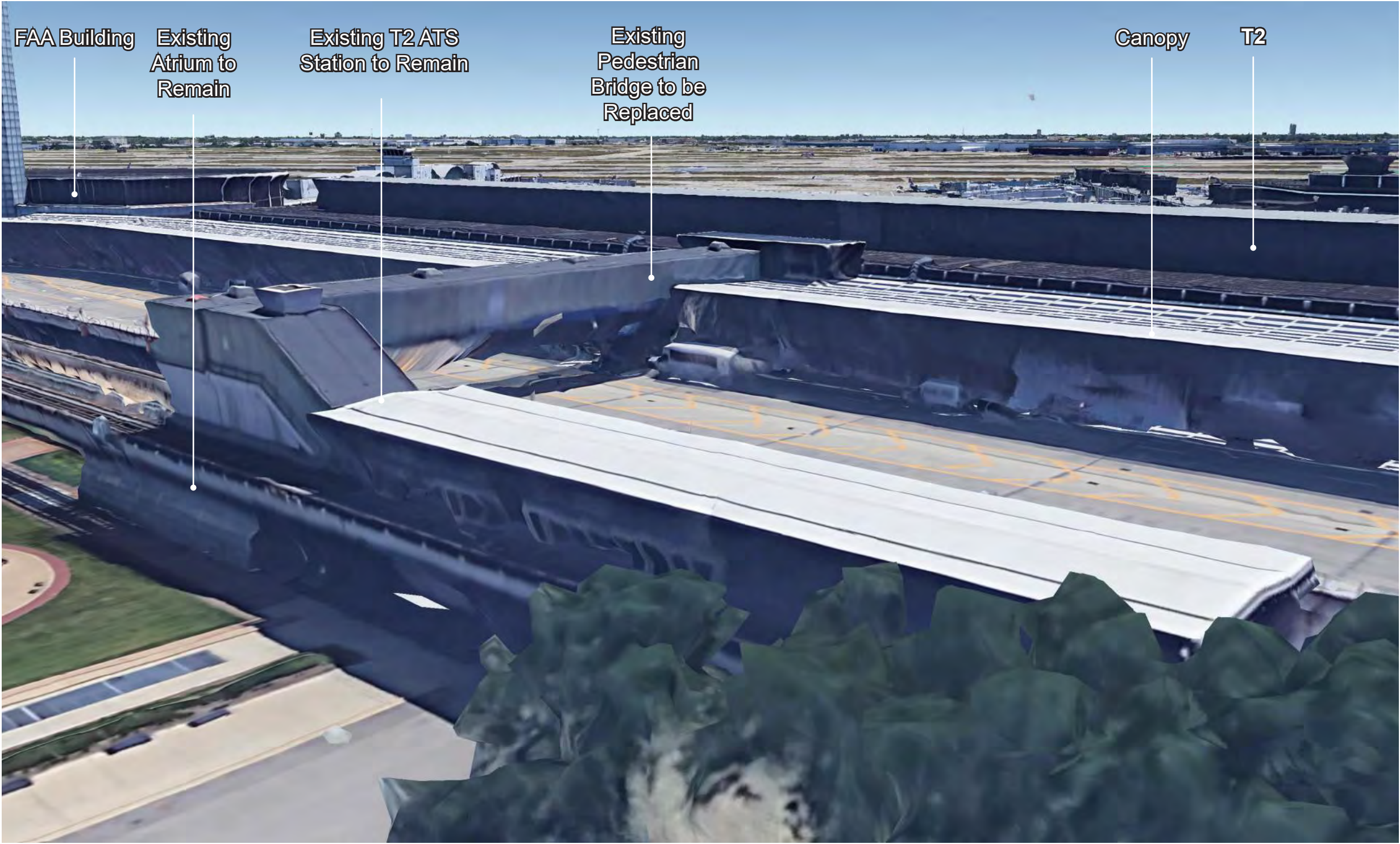
View of OGT, FAA Building, and ATCT Facing South



Proposed Exterior Rendering



Existing ATS Station, FAA Building, and T2 - View Looking South

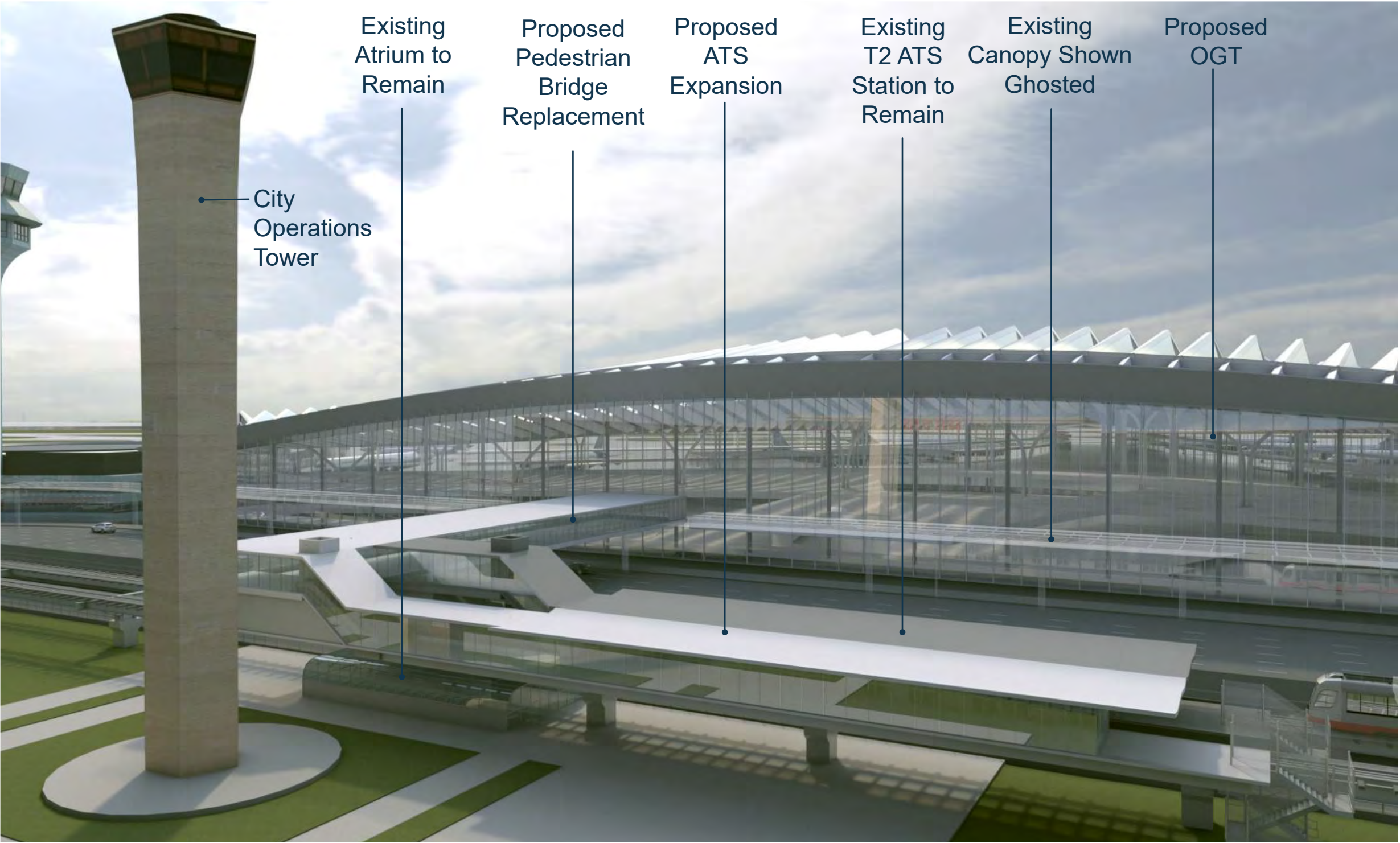


Aerial View
Source: Google Earth - April 2020



Proposed T2 ATS Station Expansion and Pedestrian Bridge Replacement

View of ATS Station, FAA Building, City Operations Tower, and OGT



Proposed Exterior Rendering



Existing ATS Station, FAA Building, and T2 - View Looking South

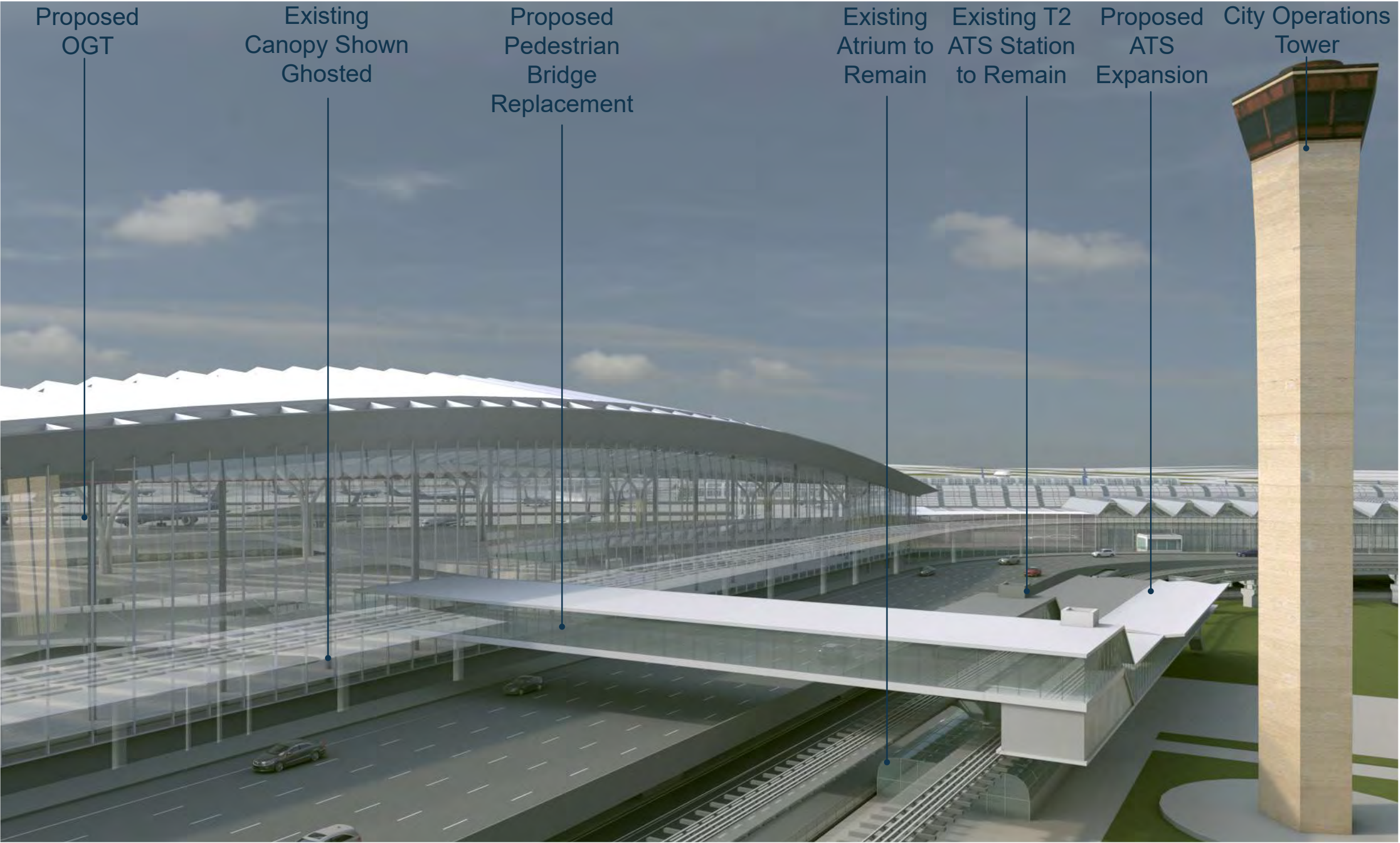


Aerial View
Source: Google Earth - April 2020



Proposed T2 ATS Station Expansion and Pedestrian Bridge Replacement

View of ATS Station, OGT, T1 and City Operations Tower



Proposed Exterior Rendering

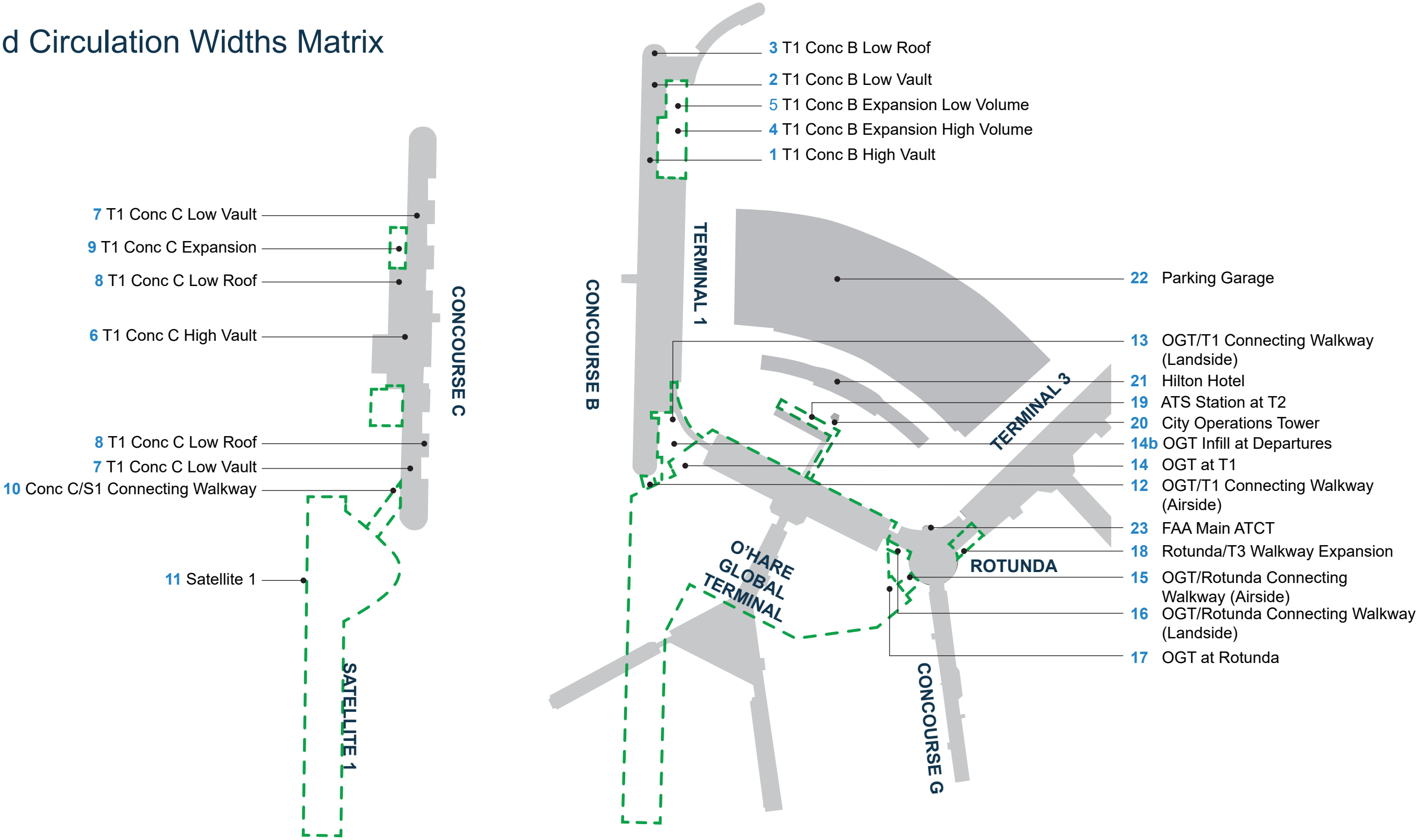


Building Heights and Circulation Widths Matrix

*See next page for heights matrix

KEY

- Building Footprint
- Existing





Building Heights and Circulation Widths Matrix

Facility Component	Approximate Heights*		Approximate Circulation Widths (Interior Dimensions)		Notes
	Roof Height at Interface	Max Roof Height (If Different)	Landside Circulation	Airside Circulation	
Terminal 1					
Terminal 1 Main Building			35'-11"	40'-0"	No Existing Landside Connection to T2
Concourse B		58'-1"		40'-0"	
1 T1 Conc B High Vault	58'-1"			40'-0"	
2 T1 Conc B Low Vault	48'-1"			40'-0"	
3 T1 Conc B Low Roof	27'-9"			40'-0"	
<i>T1-T2 Connecting Walkway</i>	<i>41'-8"</i>			<i>20'-0"</i>	<i>Proposed to be Demolished</i>
4 T1 Conc B Expansion High Volume	39'-2"		35'-11"		Height To Match High Vault Ridge (See Sections)
5 T1 Conc B Expansion Low Volume	29'-5"				Height To Match Low Vault Ridge (See Sections)
Concourse C		45'-3"		50'-0"	
6 T1 Conc C High Vault	45'-3"			50'-0"	
7 T1 Conc C Low Vault	35'-3"			50'-0"	
8 T1 Conc C Low Roof	27'-3"			50'-0"	
9 T1 Conc C Expansion	27'-3"				To Match T1 Conc C Low Roof Height
Satellite 1					
10 Conc C / S1 Connecting Walkway	36'-9"			40'-0"	Height at S1 Interface
11 Satellite 1 at S1 Connecting Walkway	45'-3" to 65'-0"			40'-0"	Minimum height is 45'-3" , Approx 65' at the edge, 75' at the apex*
O'Hare Global Terminal					*See page 89
OGT		125'-0"			Heights are Approximate
12 OGT / T1 Connecting Walkway (Airside)	30'-3"			40'-0"	
13 OGT / T1 Connecting Walkway (Landside)	38'-0"		35'-0"		Height is +/-2'-0" Over Existing Roof Datum Line
14 OGT at T1 Interface	85'-0"		60'-0"	40'-0"	Height Matches T1 Security Infill, and Mechanical Rooms
14b OGT Infill at Departures	38'-0"				
15 OGT / Rotunda Connecting Walkway (Airside)	37'-0"			40'-0"	Height Matches T1 Security Infill, and Mechanical Rooms
16 OGT / Rotunda Connecting Walkway (Landside)	37'-0"		20'-0"		Interface Roof to Align with Existing Rotunda Mullion
17 OGT at Rotunda	85'-0"		60'-0"	40'-0"	Interface Roof to Align with Existing Rotunda Mullion
Terminal 3					
Terminal 3 Main Building	38'-7"	54'-1"	50'-8"	50'-10"	
Rotunda	53'-6"			14'-8"	
<i>Rotunda-T3 Walkway (Proposed Partial Demolition)</i>	<i>26'-2"</i>				<i>Partial Demolition</i>
18 Rotunda-T3 Walkway Expansion (Proposed)	37'-0"		20'-0"	40'-0"	Interface Roof to Align with Existing Rotunda Mullion
Concourse G	25'-0"	41'-6"		20'-0"	
ATS Station Bridge					
<i>ATS Station at T2 - Pedestrian Bridge (Proposed Demolition)</i>		<i>46'-7"</i>			<i>Proposed to be Demolished</i>
19 ATS Station at T2 - Pedestrian Bridge (Proposed)		46'-7"			
City Operations Tower					
20 City Operations Tower		191'-0"			
Hilton Hotel					
21 Hilton Hotel		115'-0"			
Parking Garage					
22 Parking Garage		75'-0"			
FAA Main ATCT					
23 FAA Main ATCT		258'-0"			

Existing

Proposed

*All heights noted are relative to Terminal 1 apron level
Text shown in italics denotes an existing facility or component to be demolished



Building Materials Matrix

Facility Component

Facility Component	Primary Materials			
	Floor	Ceiling	Exterior Wall	Interior Wall
Terminal 1				
Terminal 1 Main Building (Ticketing)	Terrazzo (Dark Gray Matrix w/ Medium to Dark-Colored Aggregate)	White Painted Steel	Performance Glazing	Light Blue-Gray Structural Glazed Tile
	Terrazzo (White Matrix w/ Light to Medium-Colored Aggregate)	Gray Metal Panel	Metal Panel	Blue-Gray Structural Glazed Tile
	Red Divider Strips	Performance Glazing	Painted Masonry	White Painted Partition Walls
Concourse B	Terrazzo (Dark Gray Matrix w/ Medium to Dark-Colored Aggregate)	White Painted Steel	White Painted Steel	Medium Gray Painted Partition Walls
	Terrazzo (White Matrix w/ Light to Medium-Colored Aggregate)	White Metal Panel	White Metal Panel	Blue Gray Painted Partition Walls
	Terrazzo (Black Matrix w/ Medium to Dark-Colored Aggregate)	Medium Gray Mullions	Medium Gray Mullions	White Painted Partition Walls
		Performance Glazing with and without Ceramic Frit	Performance Glazing with and without Ceramic Frit	Light Blue-Gray Structural Glazed Tile
	Red Divider Strips		Painted Masonry	Blue-Gray Structural Glazed Tile
New Skylight at South B Concourse	Warm Gray Carpet (at Holdrooms)			
	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate)*	Performance Glazing with and without Ceramic Frit*	Light-Colored Painted Steel*	
	Neutral-Colored Divider Strips*	Light-Colored Painted Steel*	Metal Panel*	
T1 Conc B Expansion Low Volume	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate)*	Light-Colored Hard Panel*	Performance Glazing with and without Ceramic Frit*	Opaque Wall Panel*
		Performance Glazing with and without Ceramic Frit*		
	Neutral-Colored Divider Strips*		Light-Colored Painted Steel*	Storefront*
Concourse C				
	Terrazzo (Dark Gray Matrix w/ Medium to Dark-Colored Aggregate)	White Painted Steel	White Painted Steel	Medium Gray Painted Partition Walls
	Terrazzo (White Matrix w/ Light to Medium-Colored Aggregate)	White Metal Panel	White Metal Panel	Blue-Gray Painted Partition Walls
	Terrazzo (Black Matrix w/ Medium to Dark-Colored Aggregate)	Medium Gray Metal Painting	Medium Gray Metal Painting	White Painted Partition Walls
		Performance Glazing with and without Ceramic Frit	Performance Glazing with and without Ceramic Frit	Light Blue-Gray Structural Glazed Tile
	Red Divider Strips			Blue-Gray Structural Glazed Tile
	Warm Gray Carpet (at Holdrooms)			

*Materials, forms, features, and detailing selected would comply with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (36 CFR Part 68), including the Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings. The proposed materials and colors would be visually compatible with, yet differentiated from, those in T1 and the Rotunda. This would preserve their original integrity and environment yet make clear what is historic and what is new (Standard 9).

Text shown in italics denotes an existing facility or component to be demolished

Existing

Proposed



Building Materials Matrix (Cont.)

Facility Component	Primary Materials			
	Floor	Ceiling	Exterior Wall	Interior Wall
T1 Conc C Expansion	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate)*	Light-Colored Hard Panel*	Performance Glazing with and without Ceramic Frit*	Opaque Wall Panel*
	Medium to Dark Gray Carpet* Neutral-Colored Divider Strips*	Performance Glazing with and without Ceramic Frit*	Light-Colored Painted Steel* Metal Panel*	Storefront*
T1-T2 Connecting Walkway	<i>Terrazzo (Dark Gray Matrix w/ Medium to Dark-Colored Aggregate)</i>	<i>White Painted Steel</i>	<i>White Painted Steel</i>	
(Proposed to be Demolished)	<i>Terrazzo (White Matrix w/ Light to Medium-Colored Aggregate)</i>	<i>White Metal Panel</i>	<i>White Metal Panel</i>	
	<i>Red Divider Strips</i>	<i>Medium Gray Mullions</i>	<i>Medium Gray Mullions</i>	
		<i>Performance Glazing with and without Ceramic Frit</i>	<i>Performance Glazing with and without Ceramic Frit</i>	
Satellite 1				
Satellite 1	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate) Neutral-Colored Divider Strips	Light-Colored Hard Panel	Performance Glazing Light-Colored Painted Steel	Opaque Wall Panel
	Medium to Dark Gray Carpet	Performance Glazing with and without Ceramic Frit	Metal Panel	Storefront
Conc C / S1 Connecting Walkway	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate)* Neutral-Colored Divider Strips*	Light-Colored Hard Panel* Light-Colored Painted Steel*	Performance Glazing with and without Ceramic Frit* Light-Colored Painted Steel*	
Terminal 2				
Terminal 2 Main Building (Ticketing)	<i>Terrazzo (Dark Gray Matrix w/ Medium to Dark-Colored Aggregate)</i>	<i>Dark Gray Metal Ceiling</i>	<i>Dark Tinted Glazing</i>	<i>Light Gray Painted Partition Walls</i>
	<i>Terrazzo (White Matrix w/ Light to Medium-Colored Aggregate)</i>			<i>Storefront</i>
Concourse E/F	<i>Terrazzo (White Matrix with Light to Medium-Colored Aggregate)</i>	<i>White Acoustical Ceiling Tile</i>	<i>Dark Tinted Glazing</i>	<i>Light Gray Painted Partition Walls</i>
	<i>Terrazzo (Blue Matrix with Light to Medium-Colored Aggregate)</i>	<i>White Painted Hard Ceilings</i>		<i>Light Blue Painted Partition Walls</i>
	<i>Dark Blue Carpet (at Holdrooms)</i>	<i>Light Grey Metal Ceiling Tile (at Holdrooms)</i>		

*Materials, forms, features, and detailing selected would comply with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (36 CFR Part 68), including the Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings. The proposed materials and colors would be visually compatible with, yet differentiated from, those in T1 and the Rotunda. This would preserve their original integrity and environment yet make clear what is historic and what is new (Standard 9).

Text shown in italics denotes an existing facility or component to be demolished

Existing

Proposed



Building Materials Matrix (Cont.)

Facility Component	Primary Materials			
	Floor	Ceiling	Exterior Wall	Interior Wall
O'Hare Global Terminal				
OGT	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate) Medium to Dark Gray Carpet	Performance Glazing with and without Ceramic Frit Wood Ceiling	Performance Glazing with and without Ceramic Frit Light-Colored Painted Steel	Opaque Wall Panel Storefront
	Neutral-Colored Divider Strips Wood Floors	Light-Colored Painted Steel Light-Colored Hard Panel	Metal Panel	Light Colored Painted Steel
OGT / T1 Connecting Walkway (Airside)	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate)* Neutral-Colored Divider Strips*	Performance Glazing with and without Ceramic Frit* Light-Colored Painted Steel*	Performance Glazing with and without Ceramic Frit* Light Colored Painted Steel*	Opaque Wall Panel*
	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate)* Neutral-Colored Divider Strips*	Light-Colored Hard Panel* Light-Colored Painted Steel*	Performance Glazing with and without Ceramic Frit* Light-Colored Painted Steel*	Opaque Wall Panel*
OGT / T1 Connecting Walkway (Landside)	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate)* Neutral-Colored Divider Strips*	Light-Colored Hard Panel* Light-Colored Painted Steel*	Performance Glazing with and without Ceramic Frit* Light-Colored Painted Steel*	Performance Glazing* Opaque Wall Panel*
	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate)* Neutral-Colored Divider Strips*	Light-Colored Hard Panel* Light-Colored Painted Steel*	Performance Glazing with and without Ceramic Frit* Light-Colored Painted Steel*	Performance Glazing* Opaque Wall Panel*
OGT / Rotunda Connecting Walkway (Airside)	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate)* Neutral-Colored Divider Strips*	Light-Colored Hard Panel* Light-Colored Painted Steel*	Performance Glazing with and without Ceramic Frit* Light-Colored Painted Steel*	Performance Glazing* Opaque Wall Panel*
	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate)* Neutral-Colored Divider Strips*	Light-Colored Hard Panel* Light-Colored Painted Steel*	Performance Glazing with and without Ceramic Frit* Light-Colored Painted Steel*	Performance Glazing* Opaque Wall Panel*
Terminal 3				
Terminal 3 Main Building	Terrazzo (Dark Gray Matrix w/ Medium to Dark-Colored Aggregate)	Dark Gray Metal Ceiling	Dark Tinted Glazing	Light Gray Painted Partition Walls
	Terrazzo (White Matrix w/ Light to Medium-Colored Aggregate)			Storefront
Rotunda	Terrazzo (Light Tan Matrix w/ Medium to Light-Colored Aggregate)	Light Tan Metal Panel	Dark Tinted Glazing	Vertical Aluminum Batten with Dark Infill
	Dark Gray Carpet Mezzanine Level (Finish to be Demolished)	Light Tan Paint	Unaffected Bays Glazing to Remain	Painted Partition Walls
	Existing Terrazzo to Remain Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate)*	Dark Gray Paint		Opaque Wall Panel*
	Neutral-Colored Divider Strips*	White Acoustical Ceiling Tile Underside of Mezzanine Light-Colored Hard Panel*		Storefront*

*Materials, forms, features, and detailing selected would comply with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (36 CFR Part 68), including the Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings. The proposed materials and colors would be visually compatible with, yet differentiated from, those in T1 and the Rotunda. This would preserve their original integrity and environment yet make clear what is historic and what is new (Standard 9).

Text shown in *italics* denotes an existing facility or component to be demolished

Existing

Proposed



Building Materials Matrix (Cont.)

Facility Component	Floor	Ceiling	Primary Materials	Exterior Wall	Interior Wall
<i>Rotunda-T3 Walkway</i>	<i>Terrazzo (Dark Gray Matrix w/ Medium to Dark-Colored Aggregate)</i>	<i>Formed Aluminum Panel with Dark Infill</i>	<i>Dark Tinted Glazing</i>	<i>Light Gray Painted Partition Walls</i>	
<i>(Finishes Proposed to be Demolished)</i>	<i>Terrazzo (White Matrix w/ Light to Medium-Colored Aggregate)</i>				
Rotunda-T3 Walkway Expansion (Proposed)	Terrazzo (Light-Colored Matrix with Light to Medium-Colored Aggregate)* Neutral-Colored Divider Strips*	Light Color Hard Panel* Light-Colored Painted Steel*	Performance Glazing* White Painted Steel*	Storefront* Opaque Wall Panel*	
Concourse G	Terrazzo (White Matrix with Light to Medium-Colored Aggregate)	White Acoustical Ceiling Tile	Dark Tinted Glazing	Light Gray Painted Partition Walls	
	Terrazzo (Blue Matrix with Light to Medium-Colored Aggregate)	White Painted Hard Ceilings			

*Materials, forms, features, and detailing selected would comply with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (36 CFR Part 68), including the Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings. The proposed materials and colors would be visually compatible with, yet differentiated from, those in T1 and the Rotunda. This would preserve their original integrity and environment yet make clear what is historic and what is new (Standard 9).

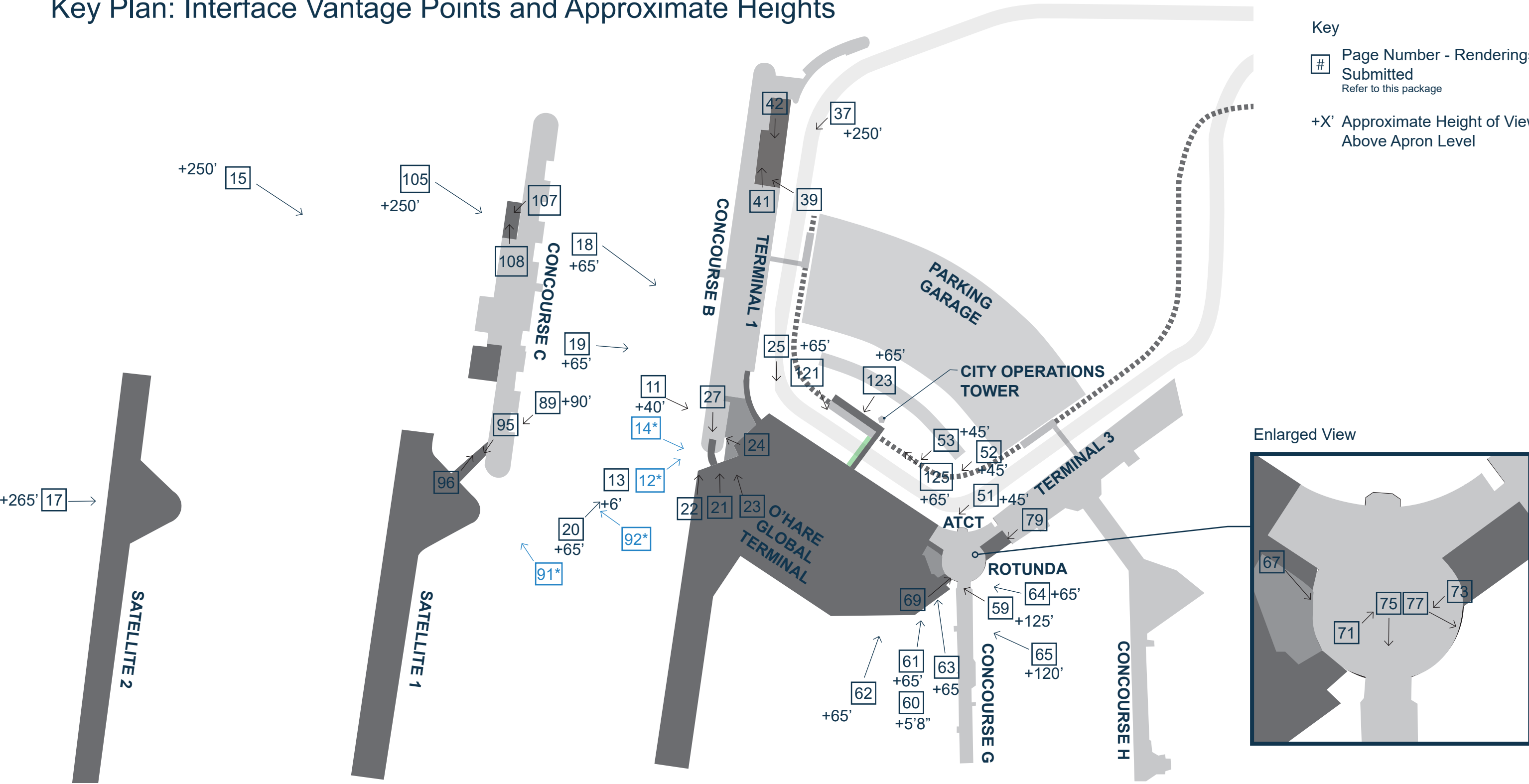
Text shown in italics denotes an existing facility or component to be demolished

Existing

Proposed



Key Plan: Interface Vantage Points and Approximate Heights



- Key
- # Page Number - Renderings Submitted Refer to this package
 - +X' Approximate Height of View Above Apron Level

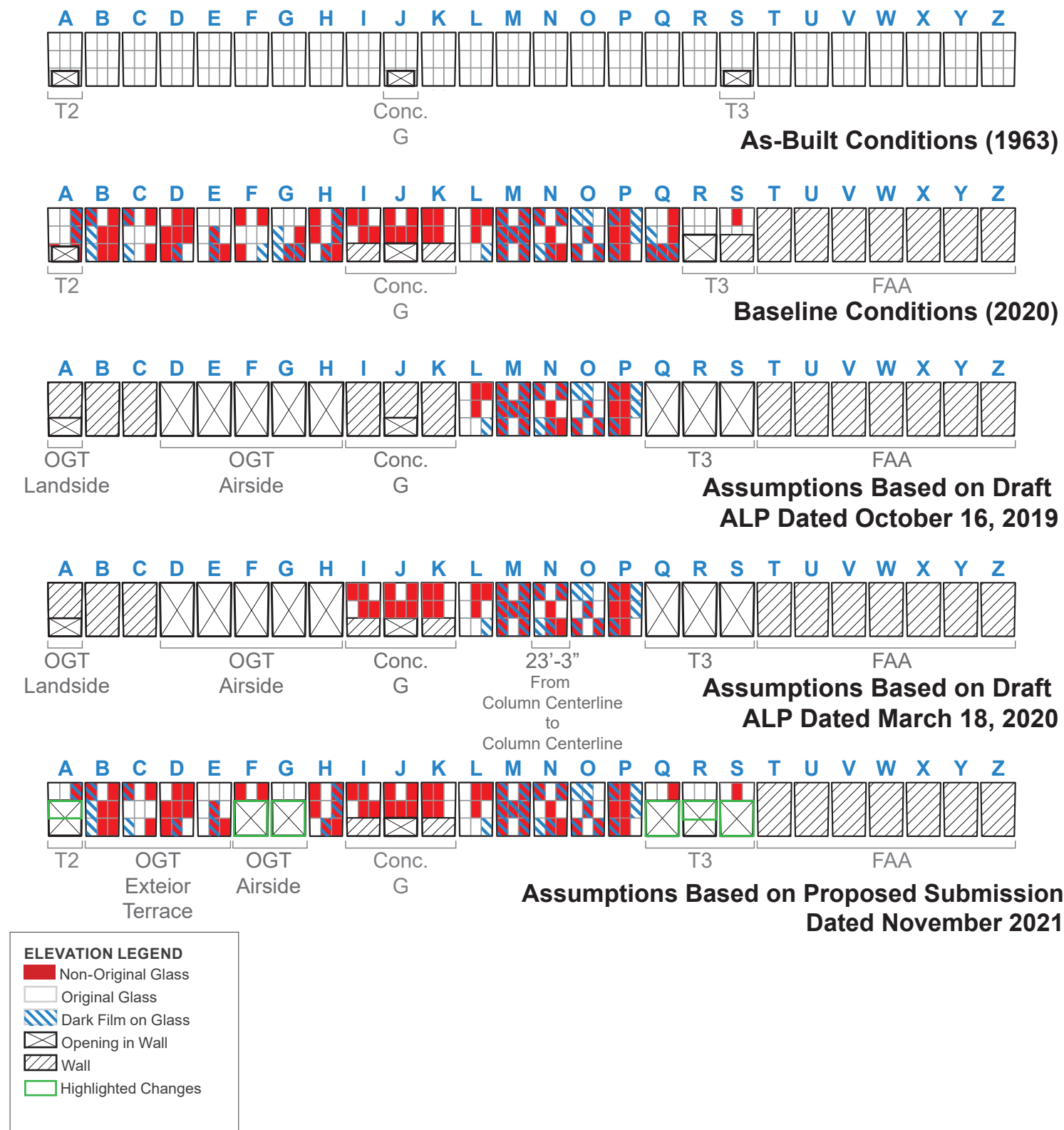
*Vantage point shown is the approximate height (13') looking out of an FAA Airplane Design Group III narrowbody aircraft (e.g., Boeing 737-900), which is the design aircraft at the approximate position shown (Source: Boeing Commercial Airplanes, 737 MAX Airplane Characteristics for Airport Planning, Document Number D6-38A004, Revisions REV F, February 2021)

16
+135'

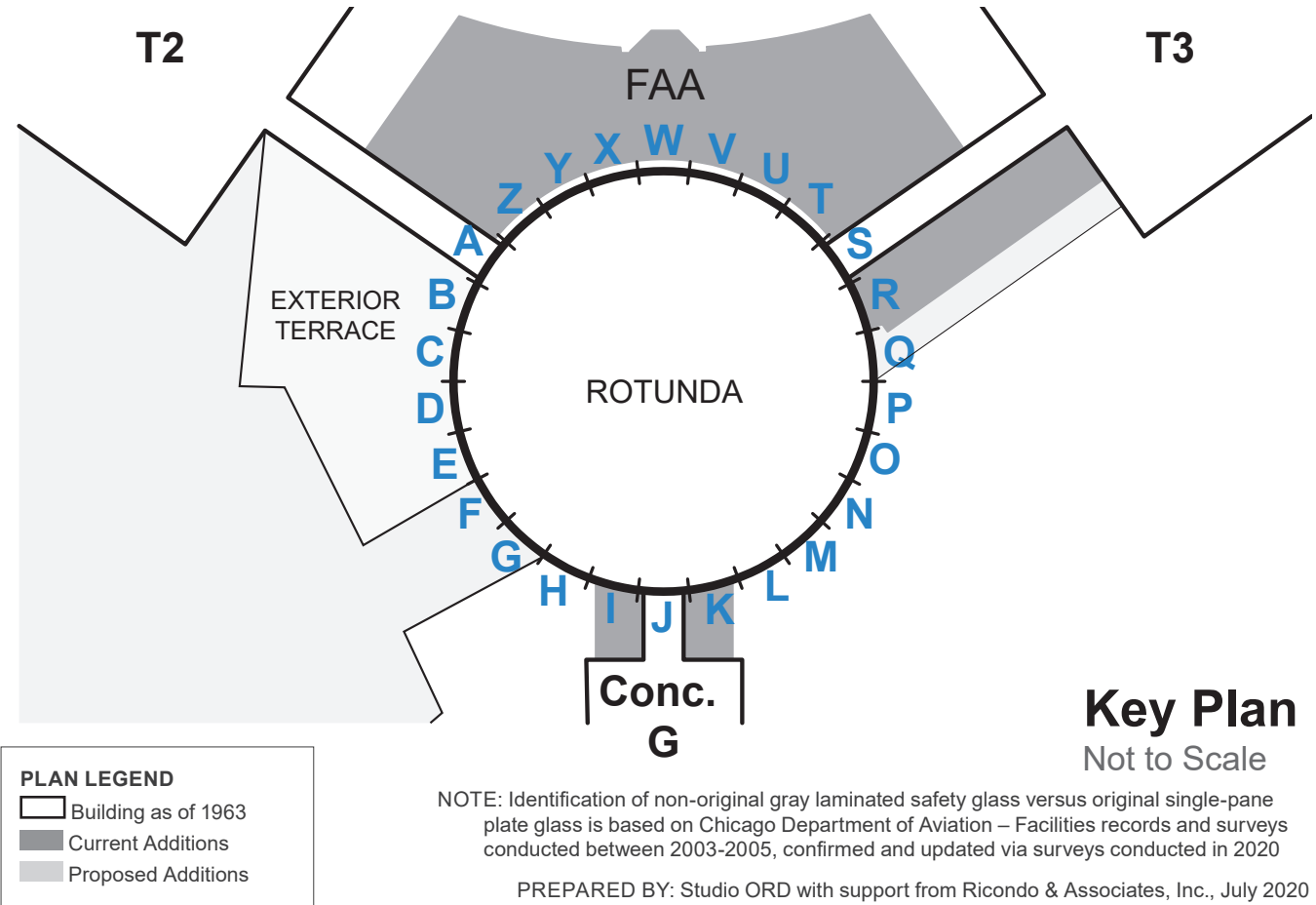
(page intentionally left blank)



Modifications to Rotunda Glazed Bays Over Time



	Full-Height Glazed Bays	Partial-Height Glazed Bays	Full-Height Glazed Bays Affected	Partial-Height Glazed Bays Affected	Total Bays
As Built Conditions (1963)	23 B-I, K-R, T-Z	3 A (T2), J (Conc. G), S (T3)	n/a	n/a	26
Baseline Conditions (2020)	13 B-H, L-Q	6 A (T2), I-K (Conc. G), R-S	7 T-Z (FAA)	(Counted in "Partial-Height Glazed Bays")	26
Assumptions Based on Draft ALP Dated October 16, 2019	5 L-P	0 -	15 B-H (OGT), Q (T3), T-Z (FAA)	6 A (T2), I-K (Conc. G), R-S (T3)	26
Assumptions Based on Draft ALP Dated March 18, 2020	5 L-P	3 I-K (Conc. G)	15 B-H (OGT), Q (T3), T-Z (FAA)	3 A (T2), R-S (T3)	26
Assumptions Based on Proposed Submission Dated November 2021	10 B-E, H, L-P	9 A (OGT), F-G (OGT), I-K (Conc. G), Q-S (T3)	7 T-Z (FAA)	(Counted in "Partial-Height Glazed Bays")	26



(page intentionally left blank)

Appendix G. The Secretary of the Interior's Standards for Rehabilitation

The Secretary of the Interior's Standards for Rehabilitation¹⁴

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

¹⁴ As taken from U.S. Department of the Interior, National Park Service, Technical Preservation Services, revised by Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*.

Appendix H. Consulting Party Meeting Information

Consulting Party Contact**List (Invited Parties to Consulting Party Meeting #1)**

	Contact Title	Contact Name	Address	City	State	Zip	Phone	Email
Stakeholders and representatives								
United Airlines	Director, Corporate Real Estate-Planning and Development	Greg Wheeler	233 S. Wacker Drive WHQOU 11th Floor	Chicago	IL	60606	386-453-1371	gregory.wheeler@united.com
American Airlines		Ron LaDuke						ron.laduke@aa.com
Air Canada		Michael Perry						michael.perry@aircanada.ca
JetBlue		Erick Capps						erick.capps@jetblue.com
Spirit Airlines		Chip Sandifer						chip.sandifer@spirit.com
Alaska Airlines		Jason Olawsky						jason.olawsky@alaskaair.com
Delta Airlines		Blaine Peters						blaine.peters@delta.com
Southwest Airlines		David Sellers						david.sellers@wnco.com
CDA	Commissioner	Jamie Rhee	10510 W. Zemke Road	Chicago	IL	60666	773-686-8060	jamie.rhee@cityofchicago.org
CDA	Deputy Commissioner - Environment & Planning	Aaron Frame	10510 W. Zemke Road	Chicago	IL	60666	773-686-3563	aaron.frame@cityofchicago.org
CDA	Coordinating Architect -Design & GIS	Dominic Garascia	10510 W. Zemke Road	Chicago	IL	60666	773-686-7091	dominic.garascia@cityofchicago.org
CDA	Deputy Commissioner - Design & GIS	Alex Leon	10510 W. Zemke Road	Chicago	IL	60666		mailto:Alex.Leon@cityofchicago.org
CDA	Chief Development Officer	Robert Hoxie	10510 W. Zemke Road	Chicago	IL	60666		robert.hoxie@cityofchicago.org
Chicago Dept of Planning and Development		Kandalyn Hahn	121 North LaSalle Street Room 905	Chicago	IL			Kandalyn.Hahn@cityofchicago.org
Chicago Dept of Planning and Development	Coordinating Planner	Matt Crawford	121 North LaSalle Street Room 905	Chicago	IL	60602	312-742-0276	Matt.Crawford@cityofchicago.org
Chicago Dept of Planning and Development		Daniel Klaiber	121 North LaSalle Street Room 905					Daniel.Klaiber@cityofchicago.org

**Consulting Party Contact
List (Invited Parties to
Consulting Party Meeting #1)**

	Contact Title	Contact Name	Address	City	State	Zip	Phone	Email
CDA		Mort Ames						Mort.Ames@cityofchicago.org
Ricondo		Gene Peters						epeters@ricondo.com
Ricondo		Casey Venzon						cvenzon@ricondo.com
KKR		Katie van Heuven						cvanheuven@kaplankirsch.com
KKR		Allison Fultz						afultz@kaplankirsch.com
Airlines for America	President & CEO	Nicholas Calio	1275 Pennsylvania Ave. NW Suite 1300	Washington	D.C.	20004	202-626-4000	kcate@airlines.org
Regional Airline Association	President & CEO	Faye Malarkey Black	1201 15th Street NW Suite 430	Washington	D.C.	20005	202-367-1170	black@raa.org
National Air Transportation Association	President & CEO	Timothy R. Obitts						info@nata.org
International Air Transport Association	Regional Vice President, The Americas	Peter Cerda	703 Waterford Way (NW 62nd Avenue), Suite 600	Miami	FL	33126	305-264-7772	cerdap@iata.org
Aircraft Owners and Pilots Association	President	Mark Baker	Aircraft Owners and Pilots Association	mark@aopa.org	421 Aviation Way		Frederick	mark@aopa.org
Air Line Pilots Association	President	Joe DePete						communications@alpa.org
Air Traffic Control Association	President & CEO	Peter Dumont						Pete.Dumont@atca.org
Allied Pilots Association	President	Eric Ferguson						public-comment@alliedpilots.org
Jacobsen Daniels	Vice President / ALO	Michael P. Hanlon					(773) 686-7674	Mike.Hanlon@jacobsendaniels.com
Docomomo Chicago	President of the Board	Justin Miller						justin.carlos.miller@gmail.com
Docomomo Chicago		Liz Waytkus						liz.waytkus@docomomo-us.org
Docomomo Chicago		Craig Brandt						cbrandt@hbra-arch.com

**Consulting Party Contact
List (Invited Parties to
Consulting Party Meeting #1)**

	Contact Title	Contact Name	Address	City	State	Zip	Phone	Email
AIA Chicago	Executive Director	Jen Masengarb						jmasengarb@aiachicago.org
Chicago Women in Architecture								negin.moayer@bnmodesign.com
Illinois Historic Preservation Agency	Cultural Resources Coordinator	CJ Wallace	Illinois State Historic Preservation Office, Old State Capitol Building, 2nd Floor, One Old State Capitol Plaza	Springfield	IL	62701	217-782-4836	Carol.Wallace@Illinois.gov
Illinois Historic Preservation Agency		Anthony Rubano						Anthony.Rubano@Illinois.gov
Federal/Tribal								
Advisory Council on Historic Preservation	Program Analyst	Sarah Stokely	401 F Street NW, Suite 308	Washington	D.C.	20001	202-517-0224	sstokely@achp.gov
American Indian Center	Interim Executive Director	Melodi Serna	3401 West Ainslie St.	Chicago	IL	60625		info@aicchicago.org
The Delaware Tribe of Indians	Special Assistant Midwestern Office, THPO	Larry Heady	1929 E. 6th Street	Duluth	MN	55812		lheady@delawaretribe.org
Ho-Chunk Nation	Tribal Historic Preservation Officer	Bill Quackenbush	PO Box 667	Black River Falls	WI	54615		Bill.Quackenbush@ho-chunk.com
Ho-Chunk Nation		Marlon Whiteeagle	PO Box 667	Black River Falls	WI	54615		marlon.whiteeagle@ho-chunk.com
Miami Tribe of Oklahoma	Tribal Historic Preservation Officer	Diane Hunter	3410 P St. NW	Miami	OK	74355		dhunter@miamination.com
Miami Tribe of Oklahoma	Asst Cultural Resources Officer	Scott Willard	3410 P St. NW	Miami	OK	74355		swillard@miamination.com
Peoria Tribe of Indians of Oklahoma		Craig Harper	118 S. Eight Tribes Trails	Miami	OK	74355		chiefharper@peoriatribe.com

**Consulting Party Contact
List (Invited Parties to
Consulting Party Meeting #1)**

	Contact Title	Contact Name	Address	City	State	Zip	Phone	Email
Peoria Tribe of Indians of Oklahoma	Director of Cultural Preservation & NAGPRA	Logan Pappenfort	118 S. Eight Tribes Trails	Miami	OK	74355		lpappenfort@peoriatribe.com
Potawatomi-Citizen Potawatomi Nation	Director, Cultural Heritage Center	Keli Mosteller	1601 S. Gordon Cooper Drive	Shawnee	OK	74801		kelli.mosteller@potawatomi.org
Potawatomi-Citizen Potawatomi Nation		John "Rocky" Barrett	1601 S. Gordon Cooper Drive	Shawnee	OK	74801		rbarrett@potawatomi.org
Potawatomi-Forest County Potawatomi Community	Tribal Historic Preservation Officer	Michael LaRonge	5320 Wensaut Lane	Crandon	WI	54520		Michael.LaRonge@FCPotawatomi-nsn.gov
Potawatomi-Forest County Potawatomi Community		Ned Daniels, Jr.	5416 Everybody's Road	Crandon	WI	54520		Ned.DanielsJr@fcpotawatomi-nsn.gov
Potawatomi-Hannahville Indian Community	Culture Director	Earl Meshigaud	N14911 Hannahville B1 Road	Wilson	MI	49896		earlmeshigaud@hannahville.org
Potawatomi-Hannahville Indian Community		Kenneth Meshigaud	N14911 Hannahville B1 Road	Wilson	MI	49896		kenmeshigaud@hannahville.org
Potawatomi-Matcheбенashshewish	Tribal Historic Preservation Officer	Jeff Martin	2872 Mission Drive	Shelbyville	MI	49344		lakota.pochedley@glt-nsn.gov
Potawatomi Nottawaseppi Huron Band	Culture Department Manager	Fred Jacko	1485 Mno-Bmadzewen Way	Fulton	MI	49052		frederick.jacko@nhbp-nsn.gov
Potawatomi-Pokagon Band of Potawatomi	Tribal Historic Preservation Officer	Matt Bussler	58620 Sink Road	Dowagiac	MI	49047		Matt.Bussler@PokagonBand-nsn.gov
Potawatomi-Pokagon Band of Potawatomi		Jason Wesaw	58620 Sink Road	Dowagiac	MI	49047		jason.wesaw@pokagonband-nsn.gov
Potawatomi-Prairie Band of Potawatomi Nation		Raphael Wahwassuck						raphaelwahwassuck@pbpnation.org

**Consulting Party Contact
List (Invited Parties to
Consulting Party Meeting #1)**

	Contact Title	Contact Name	Address	City	State	Zip	Phone	Email
Potawatomi-Prairie Band of Potawatomi Nation	Legislative Assistant	Cosette Wahwassuck	16281 Q Road	Mayetta	KS	66509		CosetteWahwassuck@pbpnation.org
Sac and Fox Tribe of the Mississippi in Iowa	Executive Director	March Runner	349 Meskwaki Road	Tama	IA	52339		director.exec@meskwaki-nsn.gov
Sac and Fox Tribe of the Mississippi in Iowa	NAGPRA Representative	Johnathon Buffalo	349 Meskwaki Road	Tama	IA	52339		director.historic@meskwaki-nsn.gov
Sac and Fox Nation of Missouri		Tiauna Carnes	305 N. Main Street	Reserve	KS	66434		tiauna.carnes@sacandfoxks.com
Sac and Fox Nation of Missouri	Executive Director	Kevin Burnison	305 N. Main Street	Reserve	KS	66434		kevin.burnison@sacandfoxks.com
Sac and Fox Nation of Oklahoma	Tribal Historic Preservation Officer	Sandra Massey	920883 S. Hwy 99, Building A	Stroud	OK	74079		smassey@sacandfoxnation-nsn.gov
Sac and Fox Nation of Oklahoma	Repatriation/NAGPRA Committee	Jacob Manatowabailey	920883 S. Hwy 99, Building A	Stroud	OK	74079		manwetaki@gmail.com
Kickapoo Traditional Tribe of Kansas		Lester Randall	824 111th Drive	Horton	KS	66439		lester.randall@ktik-nsn.gov
Kickapoo Traditional Tribe of Kansas		Johanna Thomas	824 111th Drive	Horton	KS	66439		johanna.thomas@ktik-nsn.gov
Kickapoo Traditional Tribe of Texas		Juan Garza, Jr.	2212 Rosita Valley Road	Eagle Pass	TX	78852		juan.garza@kttribe.org
Kickapoo Traditional Tribe of Texas		Freddie Hernandez	2212 Rosita Valley Road	Eagle Pass	TX	78852		freddie.hernandez@kttribe.org
Kickapoo Traditional Tribe of Oklahoma		David Pacheco, Jr.	PO Box 70	McCloud	OK	74851		dpacheco@okkt.net
Kickapoo Traditional Tribe of Oklahoma		Pam Wesley	PO Box 70	McCloud	OK	74851		pamwesley@kickapootribeofoklahoma.com
Chi-Nations Youth Council	Co-President	Anthony Tamez-Pochel						chinationsyouthcouncil@gmail.com
Chi-Nations Youth Council	Co-President	Adrien Pochel						chinationsyouthcouncil@gmail.com
State agency/Historic organizations/other								
National Trust for Historic Preservation								info@savingplaces.org

**Consulting Party Contact
List (Invited Parties to
Consulting Party Meeting #1)**

	Contact Title	Contact Name	Address	City	State	Zip	Phone	Email
Landmarks Illinois	Director of Advocacy	Lisa DiChiera	30 N. Michigan Ave, Suite 2020	Chicago	IL	60602	312-922-1742 ext 224	ldichiera@landmarks.org
Jahn Architects	Executive Vice President	Phillip Castillo	35 E. Wacker Drive, Suite 300	Chicago	IL	60601		info@jahn-us.com
Preservation Chicago	Executive Director	Ward Miller						WMiller@preservationchicago.org
Society of Architectural Historians - Chicago chapter	Board of Directors President	Judy Freeman						jrfree3500@aol.com
Chicago Architecture Center	President & CEO	Lynn Osmond						president@architecture.org
Local Historical Societies and Commissions								
Chicago Historical Society/Chicago History Museum	President	Gary T. Johnson	1601 N Clark St	Chicago	IL	60614	312-642-4844	pressinfo@chicagohistory.org
DuPage County Historical Society	Co-President	Carol Marcus	PO Box 1460	Wheaton	IL	60187		dupagehistory@yahoo.com
DuPage County Historical Society	Co-President	Margaret Franson Pruter	PO Box 1460	Wheaton	IL	60187		dupagehistory@yahoo.com
DuPage County Historical Museum	Museum Manager and Educator	Michelle Podkova	102 E Wesley St	Wheaton	IL	60187	630-510-4956	mpodkova@wheatonparks.org
Norwood Park Historical Society	President	Judy Rustemeyer	5624 North Newark Avenue	Chicago	IL	60631	773-631-4633	disciple4him@sbcglobal.net
Park Ridge Historical Society	President	John Murphy	721 North Prospect Avenue	Park Ridge	IL	60068	847-696-1973	info@parkridgehistorycenter.org
Addison Historical Museum/Addison Historical Society	Coordinator	Susan English	One Friendship Plaza	Addison	IL	60101	630-628-1433	museum@addison-il.org
Bensenville Historical Society	Local History Assistant	Janis Arquette	200 South Church Road	Bensenville	IL	60106	630-766-4642	jarquette@benlib.org

**Consulting Party Contact
List (Invited Parties to
Consulting Party Meeting #1)**

	Contact Title	Contact Name	Address	City	State	Zip	Phone	Email
City of Chicago Department of Planning and Development - Historic Preservation Division	First Deputy Commissioner of Department of Planning and Development	Eleanor Gorski	121 N LaSalle St, Room 1000	Chicago	IL	60602	312-744-3200	landmarks@cityofchicago.org
Des Plaines Historical Society & Museum	Executive Director	Philip Mohr	781 Pearson Street	Des Plaines	IL	60016	847-391-5399	pmohr@desplaineshistory.org
Elk Grove Historical Society	Coordinator	Grace Heiderman New Contact: Michael Stachnik	399 Biesterfield Road	Elk Grove	IL	60007	847-690-1440	gheiderman@elkgroveparks.org New contact: mstachnik@elkgroveparks.org
Elmhurst Historical Preservation Commission	City Planner	Eileen Franz	209 N York St	Elmhurst	IL	60126	630-530-3121	eileen.franz@elmhurst.org
Itasca Historical Commission	Chairperson	Tom Hatzold	101 North Catalpa Avenue	Itasca	IL	60143		t.hatzold@att.net
Park Ridge Historic Preservation Commission	City Planner	Richard Peters	505 Butler Place	Park Ridge	IL	60068	847-318-5203	rpeters@parkridge.us
Schiller Park Historical Commission	Chairman	Daniel R. Sliwicki	4200 Old River Road	Schiller Park	IL	60176	847-671-8513	sphometownnews@yahoo.com
Wood Dale Historical Society	Historian	Judi Ryan	850 North Wood Dale Road	Wood Dale	IL	60191	630-595-8777	wdhistorymuseum@yahoo.com

Chicago O'Hare International Airport Terminal Area Plan and AirTraffic Actions Environmental Assessment

Section 106 Consultation Meeting

August 3, 2021 (2:00 pm CST)

Meeting Participants

FAA and Consultant Team

Rebecca MacPherson, Federal Aviation Administration (FAA)

Amy Hanson, FAA

Catherine Basic, FAA

Katherine T. Rooney,

FAA Jose de Leon, FAA

Tony Molinaro, FAA

Deb Bartell, FAA

Patrick J. Wells,

FAA Gregory Hines,

FAA Johanna

Forkner, FAA

Joseph Czech, Harris, Miller, Miller & Hanson Inc. (HMMH)

Brandon Robinette, HMMH

Diana Wasiuk, HMMH

Arnav Pamidighantam, HMMH

Christina Slattery, Mead & Hunt, Inc. (Mead & Hunt)

Amy Squitieri, Mead & Hunt

Colleen Bosold, Mead & Hunt

Gretchen Wahl, Purpose Brand

Ami Reese, Purpose Brand

Mary Vigilante, Synergy Consultants

CDA and Consultant Team

Jamie Rhee, City of Chicago Department of Aviation (CDA)

Daniel Klaiber, CDA

Aaron Frame, CDA

Dominic Garascia, CDA

Robert Hoxie, CDA

Mort Ames, City of Chicago Law Department

Allison Fultz, Kaplan Kirsch Rockwell (KKR)

Casey Venzon, Ricondo

Gene Peters, Ricondo

Invited participants

Carol Wallace, Illinois Historic Preservation Agency
Anthony Rubano, Illinois Historic Preservation Agency
Justin Miller, DOCOMOMO Chicago
Lisa DiChiera, Landmarks Illinois
Raphael Wahwassuck, Prairie Band Potawatomi Nation
Ron LaDuke, American Airlines
Gregory Wheeler, United Airlines
Frannie Levar, United Airlines
Michael Hanlon, O'Hare Airline Liaison Office

Meeting Summary

The meeting was held to familiarize potential consulting parties with the proposed project, provide background related to Section 106 of the National Historic Preservation Act of 1966 (Section 106) review and historic properties, and to identify those who have a demonstrated interest in historic properties that may be affected by the proposed project to include in future consultation.

FAA is conducting an Environmental Assessment (EA) and Section 106 review process to evaluate changes to O'Hare International Airport proposed by the CDA. The changes involve the terminal area, numerous capital improvement projects, hotel development, and implementation of offset approach procedures. For the purposes of Section 106 we will largely focus on Terminal Projects, which involve on-airport historic properties, and traffic actions, which may affect off-airport historic properties, if any effects are identified.

FAA is preparing the EA under the National Environmental Policy Act. The EA will also be used to comply with the National Historic Preservation Act, and other applicable laws.

Within the on-airport APE, three properties were identified to meet National Register of Historic Places (National Register) Criteria: Terminal 1, the CDA Control Tower, and the Rotunda. Eligibility determinations were made by FAA and consulted upon with the Illinois State Historic Preservation Office (SHPO). Since there is no proposed construction in undisturbed areas, no archaeological survey was conducted and no impacts to archaeological sites are anticipated. No other on-airport properties met eligibility requirements. Four houses and a commercial block in Bensenville identified as locally important sites off-airport could be subject to Section 106 review.

FAA will invite organizations or individuals with a demonstrated interest (legal or economic interest or who are concerned with effects of the projects on historic properties) in the project to be consulting parties in the Section 106 process. If you have a demonstrated interest in the affected historic properties and wish to become a consulting party, please send your request along with why you believe you have standing to become a consulting party to TAPandATEA@faa.gov by September 3, 2021. FAA will respond to requests to become a consulting party. Once consulting parties are established, they will be notified of the next meeting. Future meetings will review project alternatives for purposes of assessing and resolving any effects to historic properties.

The meeting's Microsoft PowerPoint presentation was distributed to the meeting participants.

Questions and Answers

The following questions were received from meeting participants. Responses are noted below each question.

Q1: Please tell us about plans to date that may impact the DOE'd buildings

Response: The city's proposal includes connections to the south end of Concourse B and Concourse C as a part of Terminal 1 and then also a connection to the Rotunda. These are the two buildings that were determined eligible for the National Register and are historic properties for purposes of Section 106. In these areas, FAA is looking at potential impacts to Terminals 1 and the Rotunda. At this time there are no proposed modifications relating to the CDA Control Tower. There is greater detailed information on our website with specific points on each of the projects:

https://www.faa.gov/airports/great_lakes/TAPandATEA

Q2: Can you point to where the Rotunda is on the map

Response: The round structure at the top of Concourse G. The Rotunda was pointed out to participants on the map; see page 8 of the presentation.

Q3: Is there further information to provide on proposed impact to Rotunda and Terminal 1?

Response: For additional information, please visit:

https://www.faa.gov/airports/great_lakes/TAPandATEA. We are evaluating the CDA's proposed alternative at this time and at the next meeting we will be presenting greater detailed information on the proposed project and the alternatives.

Q4: What is the criteria that you will be evaluating the program alternatives against?

Response: We will use the Purpose and Need to develop the alternatives, and we also look at the specific requirements for Section 106. Section 106 uses the criteria for adverse effect to evaluate effects to historic properties. Please see Section 106 of the National Historic Preservation Act, as amended and re-codified (54 U.S.C. § 306108), and its implementing regulations (36 Code of Federal Regulations § 800.5) Assessment of adverse effects at: [36CFRPart800 as amended2004 web.doc \(achp.gov\)](#). FAA is evaluating the CDA's proposed alternative at this time, applying the criteria for adverse effect, and is developing a finding on potential effect to historic properties.

Q5: It is not clear on the website where to find visuals to understand proposed impact to the Rotunda and Terminal 1.

Response: On the FAA project website https://www.faa.gov/airports/great_lakes/TAPandATEA, please see the videos (on the far right side of page) as well as the presentation on the scoping process at https://www.faa.gov/airports/great_lakes/TAPandATEA/media/environmental-assessment-scoping-process.pdf and the detailed description of the proposed project at:

https://www.faa.gov/airports/great_lakes/TAPandATEA/media/tap-pds-scoping-package-vpb-20210514.pdf

Q6: Can you provide a link?

Response: https://www.faa.gov/airports/great_lakes/TAPandATEA

G-3.2. Emails Submitting Effect Documentation

From: [Hanson, Amy \(FAA\)](#)
To: [Carol.Wallace@Illinois.gov](#); [Carey.Mayer2@Illinois.gov](#); [Anthony.Rubano@Illinois.gov](#); [Baker, Rita E](#)
Cc: ["gregory.wheeler@united.com"](#); ["frances.levan@united.com"](#); ["ron.laduke@aa.com"](#);
["Kandelyn.Hahn@cityofchicago.org"](#); ["Matt.Crawford@cityofchicago.org"](#); ["Daniel.Klaiber@cityofchicago.org"](#);
["Daniel.Klaiber@cityofchicago.org"](#); ["Mike.Hanlon@jacobsendaniels.com"](#); ["justin.carlos.miller@gmail.com"](#);
["raphaelwahwassuck@pbpnation.org"](#); ["taramitchell@pbpnation.org"](#); ["ldichiera@landmarks.org"](#);
["WMiller@preservationchicago.org"](#); ["info@preservationchicago.org"](#); ["pressinfo@chicagohistory.org"](#);
["dupagehistory@yahoo.com"](#); ["mpodkowa@wheatonparks.org"](#); ["disciple4him@sbcglobal.net"](#);
["info@parkridgehistorycenter.org"](#); ["museum@addison-il.org"](#); ["jarquette@benlib.org"](#);
["landmarks@cityofchicago.org"](#); ["pmohr@desplainseshistory.org"](#); ["mstachnik@elkgroveparks.org"](#);
["eileen.franz@elmhurst.org"](#); ["t.hatzold@att.net"](#); ["rpeters@parkridge.us"](#); ["sphometownnews@yahoo.com"](#);
["wdhistorymuseum@yahoo.com"](#); [Christina Slattery](#); [Butler, Gail \(FAA\)](#); [Amy Squitieri](#); [Kurt M. Hellauer](#);
["Brandon L. Robinette"](#); [Basic, Catherine \(FAA\)](#); ["Vigilante1@msn.com"](#); [dwasiuk@hmmh.com](#); ["Arnav R. Pamidighantam"](#);
["Mary Ellen Eagan"](#); [Colleen Bosold](#); ["areese@purposebrand.com"](#); ["Joseph J. Czech"](#); ["Robert C. Mentzer"](#);
[Wells, Patrick J \(FAA\)](#); [Bartell, Deb \(FAA\)](#); [DeLeon, Jose \(FAA\)](#); [Strasser, Alan \(FAA\)](#); [Rooney, Katherine T \(FAA\)](#);
["Elisabeth Woodard"](#); ["epeters@ricondo.com"](#); ["cvanheuver@kaplankirsch.com"](#);
["aaron.frame@cityofchicago.org"](#); ["dominic.garascia@cityofchicago.org"](#); ["Alejandro Leon"](#);
["robert.hoxie@cityofchicago.org"](#); ["ORDTAP"](#); [SHPO.Review@Illinois.gov](#)
Subject: Terminal Area Plan and Air Traffic Actions Environmental Assessment Section 106 Assessment of Effects (email 1 of 3)
Date: Monday, December 20, 2021 1:38:03 PM
Attachments: [Finding of Effect Cover Letter to SHPO - 12-21.pdf](#)
[20211220_TAP FA Assessment of Effects Under Section 106_main document.pdf](#)

Carey, CJ, Anthony, and Rita,

Attached is the main body of the effect document for your review and concurrence. I will be sending appendix sections separately, due to size.

Thank you.

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration
Office: 847-294-7354

From: [Hanson, Amy \(FAA\)](#)
To: [Carol.Wallace@Illinois.gov](#); [Carey.Mayer2@Illinois.gov](#); [Anthony.Rubano@Illinois.gov](#); [Baker, Rita E](#)
Cc: ["gregory.wheeler@united.com"](#); ["frances.levar@united.com"](#); ["ron.laduke@aa.com"](#);
["Kandelyn.Hahn@cityofchicago.org"](#); ["Matt.Crawford@cityofchicago.org"](#); ["Daniel.Klaiber@cityofchicago.org"](#);
["Daniel.Klaiber@cityofchicago.org"](#); ["Mike.Hanlon@jacobsendaniels.com"](#); ["justin.carlos.miller@gmail.com"](#);
["raphaelwahwassuck@pbpnation.org"](#); ["taramitchell@pbpnation.org"](#); ["ldichiera@landmarks.org"](#);
["WMiller@preservationchicago.org"](#); ["info@preservationchicago.org"](#); ["pressinfo@chicagohistory.org"](#);
["dupagehistory@yahoo.com"](#); ["mpodkowa@wheatonparks.org"](#); ["disciple4him@sbcglobal.net"](#);
["info@parkridgehistorycenter.org"](#); ["museum@addison-il.org"](#); ["jarquette@benlib.org"](#);
["landmarks@cityofchicago.org"](#); ["pmohr@desplainseshistory.org"](#); ["mstachnik@elkgroveparks.org"](#);
["eileen.franz@elmhurst.org"](#); ["t.hatzold@att.net"](#); ["rpeters@parkridge.us"](#); ["sphometownnews@yahoo.com"](#);
["wdhistorymuseum@yahoo.com"](#); [Christina Slattery](#); [Butler, Gail \(FAA\)](#); [Amy Squitieri](#); [Kurt M. Hellauer](#);
["Brandon L. Robinette"](#); [Basic, Catherine \(FAA\)](#); ["Vigilante1@msn.com"](#); [dwasiuk@hmmh.com](#); ["Arnav R.](#)
[Pamidighantam"](#); ["Mary Ellen Eagan"](#); [Colleen Bosold](#); ["areese@purposebrand.com"](#); ["Joseph J. Czech"](#); ["Robert](#)
[C. Mentzer"](#); [Wells, Patrick J \(FAA\)](#); [Bartell, Deb \(FAA\)](#); [DeLeon, Jose \(FAA\)](#); [Strasser, Alan \(FAA\)](#); [Rooney,](#)
[Katherine T \(FAA\)](#); ["Elisabeth Woodard"](#); ["epeters@ricondo.com"](#); ["cvanheuver@kaplankirsch.com"](#);
["aaron.frame@cityofchicago.org"](#); ["dominic.garascia@cityofchicago.org"](#); ["Alejandro Leon"](#);
["robert.hoxie@cityofchicago.org"](#); ["ORDTAP"](#); [SHPO.Review@Illinois.gov](#)
Subject: Terminal Area Plan and Air Traffic Actions Environmental Assessment Section 106 Assessment of Effects (email 2 of 3)
Date: Monday, December 20, 2021 1:37:30 PM
Attachments: [20211220_TAP_EA_Assessment_of_Effects_Under_Section_106_Appendices_A-E.pdf](#)

Attached are Appendices A-E.

Thank you.

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration
Office: 847-294-7354

From: [Hanson, Amy \(FAA\)](#)
To: [Carol.Wallace@Illinois.gov](#); [Carey.Mayer2@Illinois.gov](#); [Anthony.Rubano@Illinois.gov](#); [Baker, Rita E](#)
Cc: ["gregory.wheeler@united.com"](#); ["frances.levar@united.com"](#); ["ron.laduke@aa.com"](#);
["Kandelyn.Hahn@cityofchicago.org"](#); ["Matt.Crawford@cityofchicago.org"](#); ["Daniel.Klaiber@cityofchicago.org"](#);
["Daniel.Klaiber@cityofchicago.org"](#); ["Mike.Hanlon@jacobsendaniels.com"](#); ["justin.carlos.miller@gmail.com"](#);
["raphaelwahwassuck@pbpnation.org"](#); ["taramitchell@pbpnation.org"](#); ["ldichiera@landmarks.org"](#);
["WMiller@preservationchicago.org"](#); ["info@preservationchicago.org"](#); ["pressinfo@chicagohistory.org"](#);
["dupagehistory@yahoo.com"](#); ["mpodkowa@wheatonparks.org"](#); ["disciple4him@sbcglobal.net"](#);
["info@parkridgehistorycenter.org"](#); ["museum@addison-il.org"](#); ["jarquette@benlib.org"](#);
["landmarks@cityofchicago.org"](#); ["pmohr@desplainseshistory.org"](#); ["mstachnik@elkgroveparks.org"](#);
["eileen.franz@elmhurst.org"](#); ["t.hatzold@att.net"](#); ["rpeters@parkridge.us"](#); ["sphetownnews@yahoo.com"](#);
["wdhistorymuseum@yahoo.com"](#); [Christina Slattery](#); [Butler, Gail \(FAA\)](#); [Amy Squitieri](#); [Kurt M. Hellauer](#);
["Brandon L. Robinette"](#); [Basic, Catherine \(FAA\)](#); ["Vigilante1@msn.com"](#); [dwasiuk@hmmh.com](#); ["Arnav R.](#)
[Pamidighantam"](#); ["Mary Ellen Eagan"](#); [Colleen Bosold](#); ["areese@purposebrand.com"](#); ["Joseph J. Czech"](#); ["Robert](#)
[C. Mentzer"](#); [Wells, Patrick J \(FAA\)](#); [Bartell, Deb \(FAA\)](#); [DeLeon, Jose \(FAA\)](#); [Strasser, Alan \(FAA\)](#); [Rooney,](#)
[Katherine T \(FAA\)](#); ["Elisabeth Woodard"](#); ["epeters@ricondo.com"](#); ["cvanheuver@kaplankirsch.com"](#);
["aaron.frame@cityofchicago.org"](#); ["dominic.garascia@cityofchicago.org"](#); ["Alejandro Leon"](#);
["robert.hoxie@cityofchicago.org"](#); ["ORDTAP"](#); [SHPO.Review@Illinois.gov](#)
Subject: Terminal Area Plan and Air Traffic Actions Environmental Assessment Section 106 Assessment of Effects (email 3 of 3)
Date: Monday, December 20, 2021 1:43:50 PM
Attachments: [20211220_TAP_EA_Assessment_of_Effects_Under_Section_106_Appendix_F.pdf](#)

Attached is Appendix F.

Thank you.

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration
Office: 847-294-7354

G-3.3. Responses Received on Effect Documentation



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

Cook County

Chicago

Terminal Area Plan and Air Traffic Actions Environmental Assessment at Chicago O'Hare International Airport

10000 W. O'Hare Ave.

SHPO Log #003042921

January 24, 2022

Amy Hanson

U.S. Department of Transportation

Federal Aviation Administration

Chicago Airports District Office

2300 E. Devon Ave., Suite 201

Des Plaines, IL 60018

Dear Ms. Hanson:

Thank you for requesting comments from our office concerning the possible effects of your project on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966, as amended (Act), and its implementing regulations, 36 CFR 800: "Protection of Historic Properties."

We would like to commend the FAA and the entire team for their diligence and sensitivity in developing an expansion proposal that retains historic Terminal 1 and the Rotunda and their significant, character-defining features while adding much-needed terminal functions. We appreciate the care that has been taken to allow Terminal 1 and the Rotunda to remain as distinct, historic structures while they are linked to the O'Hare Global Terminal (OGT) and Terminal 3 by connecting walkways that have been minimized in size and design.

In our opinion, this stage of design development meets The Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" and avoids an Adverse Effect under the Act with the following condition:

1. While the proposed exterior terrace obscures the lower part of the Rotunda's primary exterior façade, we feel that this can meet the Standards provided that the new terrace is a well-designed, publicly accessible amenity space that serves as a viewing platform for the Rotunda. Current renderings show it as a bare concrete space accessed from the OGT.

SHPO Log #003042921

January 24, 2022

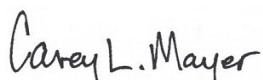
1

We concur with the FAA that the undertaking as currently proposed will have no effect to the historic CDA Control Tower and no effect to the off-airport historic properties within the APE.

These comments apply to the current iteration of design documents received on December 20, 2021, clarified on January 6, 2022, and discussed at the January 13, 2022 Consulting Party meeting and do not conclude the Section 106 process. Pursuant to the Act, we must continue to review the details of the Terminal 1 Concourse B interface with OGT, the Terminal 1 Concourse C interface with Satellite 1, the Concourse B Northeast End Expansion, the Concourse C North Expansion and the Rotunda interface with OGT and Terminal 3 as they are developed to ensure that the character-defining features of Terminal 1 and the Rotunda are retained and that the undertaking continues to meet the Secretary of the Interior's Standards for Rehabilitation and avoids an adverse effect. For instance, the Rotunda's central open volume, mezzanine, "X"-shaped stairs, terrazzo floor, and ceiling splines and lighting are distinctive, character-defining features that must be retained and remain exposed to view; however, the renderings are not entirely clear on the proposed scope. While there is a very good inventory of glass in the Rotunda on page 134, there is no proposed scope of work associated with it.

If this stage of design development changes from that which has been submitted to and conditionally approved by this office, you must email those changes to SHPO.Review@Illinois.gov and to Anthony Rubano (Anthony.Rubano@Illinois.gov) for review and comment. Failure to submit changes for review and comment may result in an adverse effect determination pursuant to the Act.

Sincerely,



Carey L. Mayer, AIA
Deputy State Historic
Preservation Officer

SHPO Log #003042921
January 24, 2022

2



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

Chicago Airports District Office
2300 East Devon Avenue, Suite 201
Des Plaines, Illinois 60018

March 3, 2022

Carey Mayer
Deputy State Historic Preservation Officer
State Historic Preservation Office
IDNR – One Natural Resources Way
Springfield, IL 62702-1271

Terminal Area Plan and Air Traffic Control Actions Environmental Assessment at Chicago
O'Hare International Airport
SHPO Log #003042921

Dear Ms. Mayer,

Thank you for your letter dated January 24, 2022 regarding the possible effects of the Terminal Area Plan and Air Traffic Control Actions Environmental Assessment at Chicago O'Hare International Airport on cultural resources under Section 106 of the National Historic Preservation Act. In response to your request to continue to review the design details of the Terminal 1 Concourse B interface with O'Hare Global Terminal (OGT), Terminal 1 Concourse C interface with Satellite 1 and Rotunda interface with OGT and Terminal 3, Federal Aviation Administration (FAA) proposes to include the attached language regarding future plan review and plan sheets identifying areas of review as a commitment in the Environmental Assessment. Chicago Department of Aviation (CDA) will provide the FAA and SHPO identified design plans for review per the attached documents.

The FAA requests that you review this additional information to determine if you concur with the finding of no adverse effect for Terminal 1 and the Rotunda. Please contact me with any concerns or questions at 847-294-7354.

Sincerely,

A handwritten signature in cursive script that reads "Amy B. Hanson".

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

Attachments

cc: Aaron Frame, City of Chicago Department of Aviation
Jamie Rhee, City of Chicago Department of Aviation

PLAN REVIEW TO BE INCLUDED IN CHICAGO O'HARE INTERNATIONAL AIRPORT TERMINAL AREA PLAN AND AIR TRAFFIC CONTROL ACTIONS ENVIRONMENTAL ASSESSMENT COMMITMENTS

March 3, 2022

The CDA will provide the FAA and SHPO plans for review in order to assess that the Proposed Action will continue to have no adverse effect on Terminal 1, which includes Concourses B and C, and the Rotunda. The review will not occur until the CDA has had the opportunity to engage with Federal regulatory agencies (Customs and Border Protection, Transportation Security Administration, etc.) and airline stakeholders in order to ensure project stability in terms of both scope and budget of the project as it relates to the interface design assumptions. As such, the CDA estimates that the plan review with the SHPO will occur after 30% but before 90% design milestones and will, therefore, occur approximately at the 60% Design Development Milestone.

Plan review will be limited to the connections to and specific interior areas within the historic properties including Terminal 1 Concourse B connection to the O'Hare Global Terminal, Terminal 1 Concourse C connection to Satellite 1 and Rotunda connection to the O'Hare Global Terminal and the walkway connector from Rotunda to Terminal 3. Connections and specific interior area requiring review are depicted on *Key to SHPO Plan Review (February 2022, 3 sheets)*. At each connection and specific interior area, elevation and plan views will be provided to the SHPO. For the Rotunda, CDA will also provide plans depicting removal of non-original concessions and offices on the concourse level. The CDA will also provide the SHPO plans for the outdoor terrace space between the Rotunda and the O'Hare Global Terminal. This will be an attractive space with public access commensurate with other publicly accessible concourse spaces from the O'Hare Global Terminal and the connector between the Rotunda and the O'Hare Global Terminal. In particular, SHPO is requesting review of details identified below:

- Demolition plans and details
- Floor plans for publicly accessible levels
- Reflected ceiling plans
- Interior and exterior elevations
- Building and wall Sections
- Plan and section details
- Material selections and product technical information
- Curtain wall inventory drawings for Rotunda
- Window elevations and section cuts
- Terrace plan and details.

All documents should be at scales suitable to see and understand the scope of work proposed. Documents submitted to the SHPO should be a subset of the TAP full set of drawings.

The SHPO may request review of additional plans developed following 60% plans to confirm that design is progressing in accordance with the effect determination, if there are concerns with the 60% submittal.

As documented in the Effects Documentation report, *Assessment of Effects Under Section 106 of the National Historic Preservation Act for the Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment (December 2021)*, the plans for TAP include the removal of existing non-original concession installations on the concourse level in the Rotunda (see Section 5 page 49 and Section 6 page 73). Any impacts from this removal to the existing terrazzo flooring are expected to be minimal and the CDA would restore and replace the impacted areas with in-kind materials.

As also documented in the Effects Documentation report, the TAP addresses the integration of new facilities with historic buildings (the Rotunda and Terminal 1); it does not include or contemplate renovations to interior features of the historic buildings, such as the terrazzo flooring in Terminal 1 or the Rotunda, the Rotunda oculus and central lighting, and the Rotunda's original staircase. To be clear, any ongoing or future maintenance and repair to these features specifically, or to the historic structures more generally, is not a part of the federal undertaking at issue for the TAP. However, as indicated in the CDA's prior communications with the FAA, serious deterioration of these features is fortunately not an issue, and while some repair may be necessary in the future to address normal wear and tear to the Rotunda and Terminal 1, no replacement of historic features is anticipated.



Key for SHPO Plan Review

November 2021
[DRAFT]

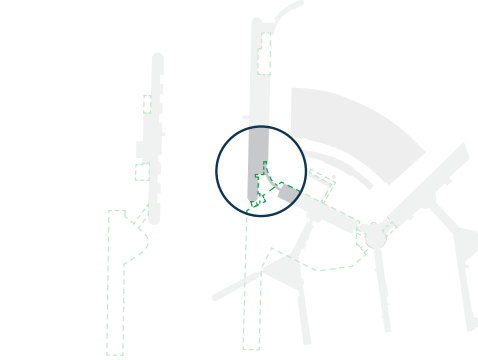
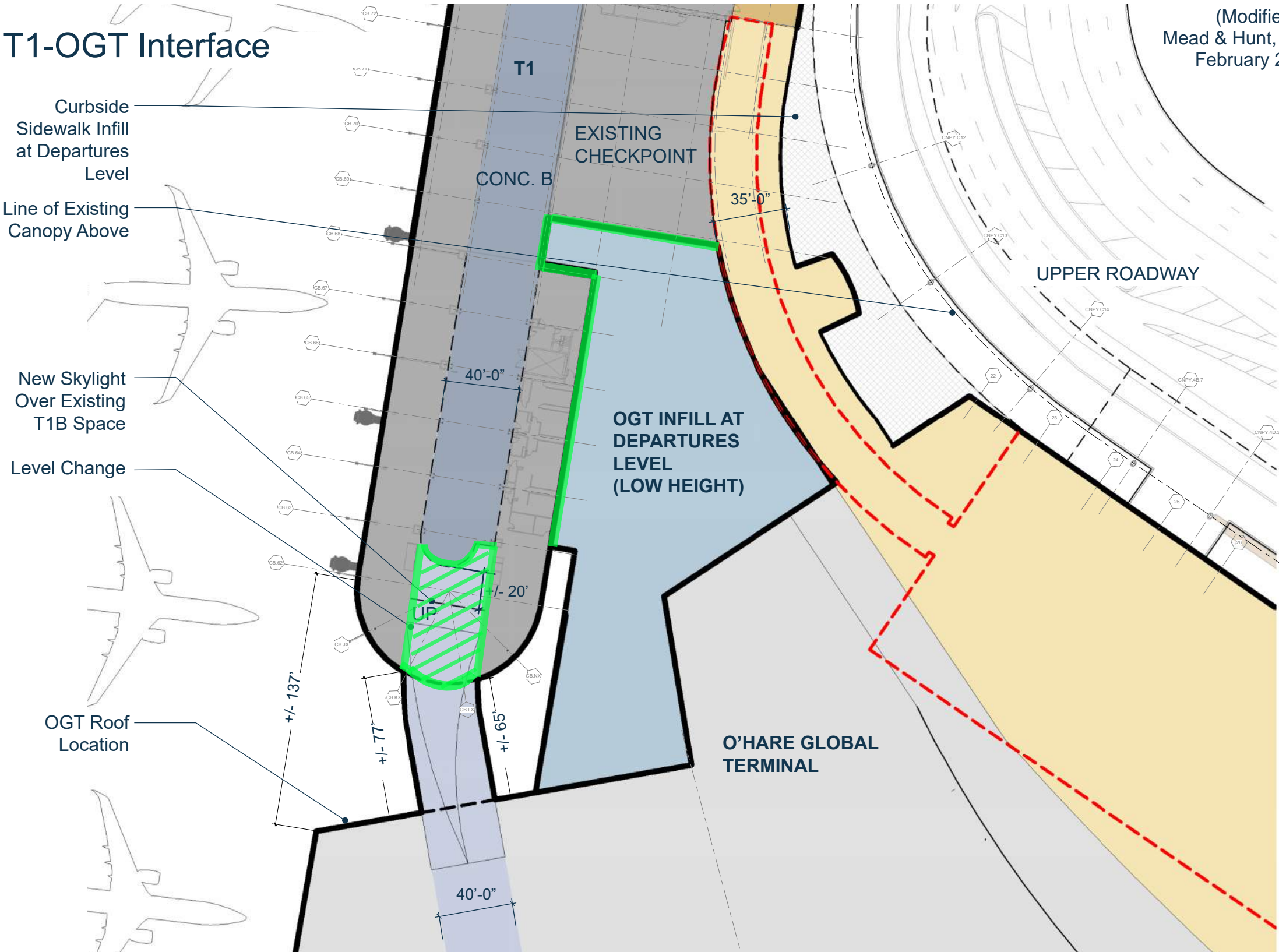
(Modified by
Mead & Hunt, Inc.,
February 2022)

Upper/Departures Level of T1-OGT Interface

Key

- Existing Footprint to be Demolished
- Existing Facility/Function to Remain
- Existing Landside Circulation
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Landside Circulation
- Proposed Airside Circulation
- Proposed Facility
- Proposed Curbside Infill
- Elevation for SHPO plan review

Sheet 1 of 3



Proposed Upper/Departures Level Plan



Key for SHPO Plan Review

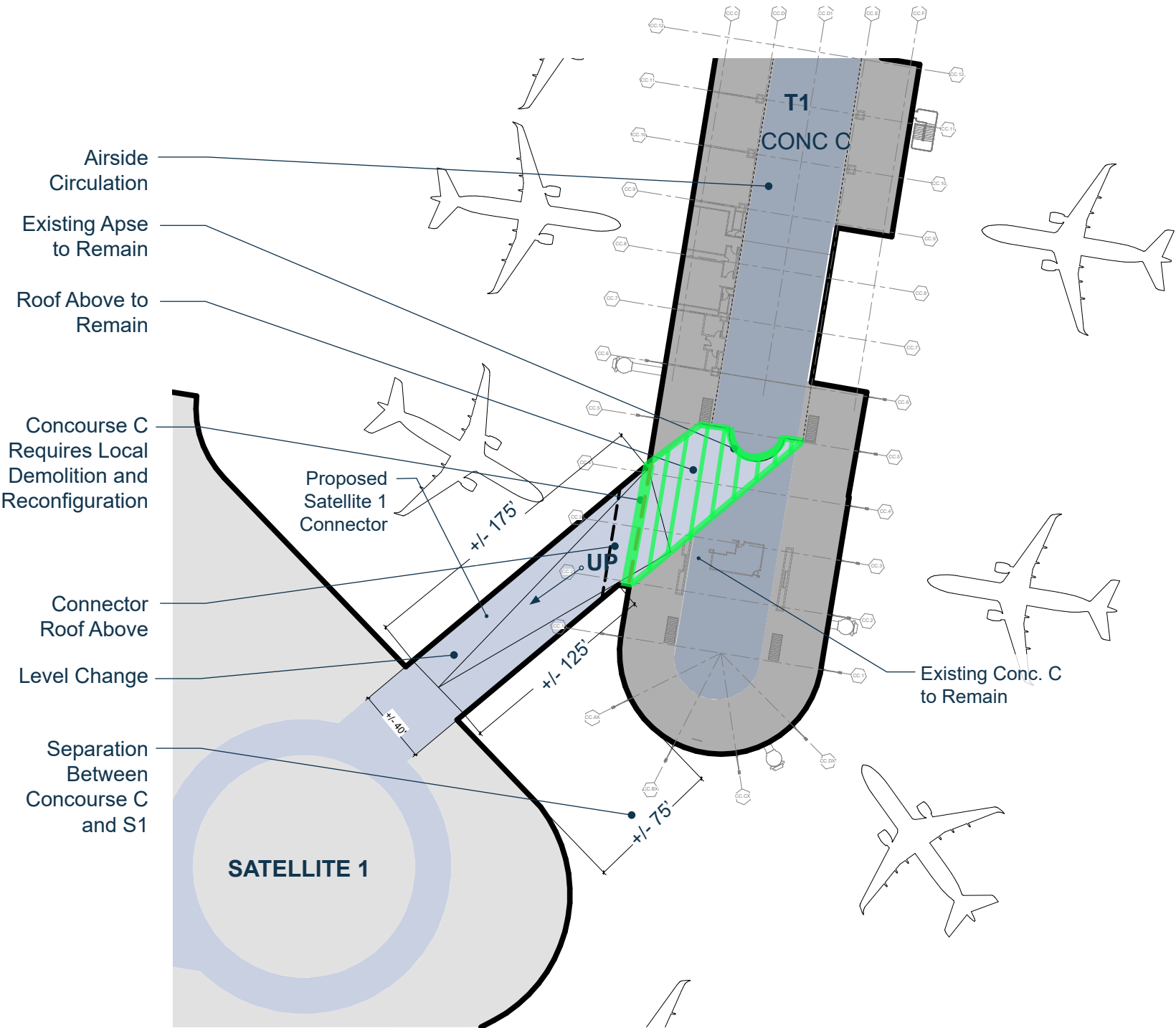
November 2021
[DRAFT]

(Modified by Mead & Hunt, Inc.,
February 2022)

Upper/Departures Level of T1 Concourse C-S1 Interface

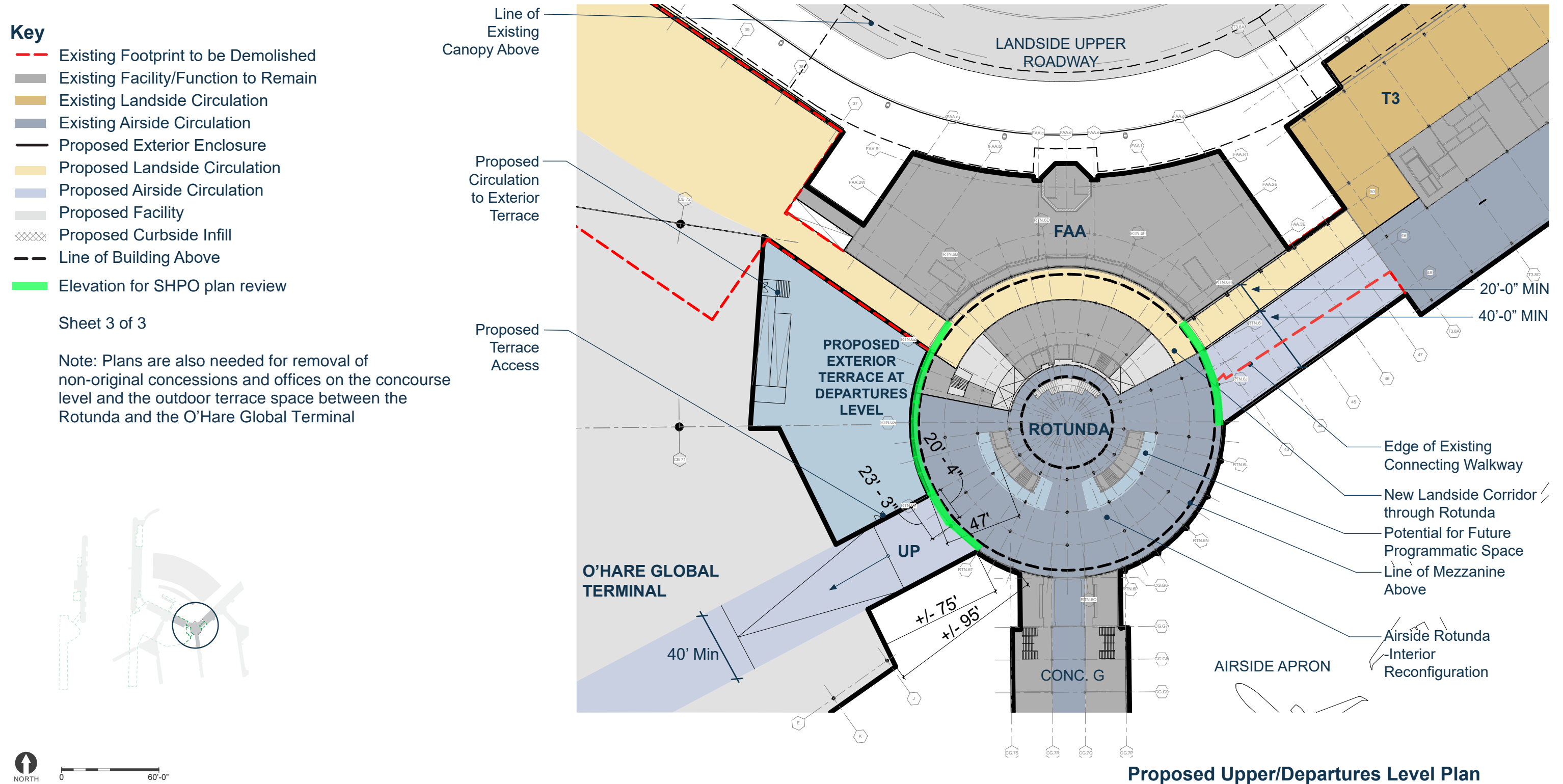
- Key**
- Proposed Demolished Walls/Partitions
 - Existing Facility/Function to Remain
 - Existing Airside Circulation
 - Proposed Exterior Enclosure
 - Proposed Airside Circulation
 - Proposed Facility
 - Elevation for SHPO plan review

Sheet 2 of 3



Proposed Upper/Departures Level Plan

Upper/Departures Level of Rotunda, OGT, and T3 Interface





Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

Cook County
Chicago
10000 W. O'Hare Ave., Chicago,

PLEASE REFER TO: SHPO LOG #003042921

FAA,
Terminal Area Plan and Air Traffic Actions Environmental Assessment at Chicago O'Hare International Airport

April 13, 2022

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 E. Devon Ave., Suite 201
Des Plaines, IL 60018

Dear Ms. Hanson:

Thank you for requesting comments from our office concerning the possible effects of the referenced project on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

Our staff has reviewed the specifications and assessed the impact of the project as submitted by your office.

We concur with the FAA that the undertaking, with the additional design review and accommodation prescribed in the FAA's March 3, 2022, letter, will have no adverse effect to historic Terminal 1 and the Rotunda.

If you have further questions, please contact CJ Wallace at 217-785-5027 or carol.wallace@Illinois.gov.

Sincerely,

A handwritten signature in black ink that reads "Carey L. Mayer".

Carey L. Mayer, AIA
Deputy State Historic
Preservation Officer
CLM

ATTACHMENT G-4. SECTION 106 CONSULTATION

G-4.1. List of Invitees and Attendees for All Consulting Party Meetings

G-4.2. Consulting Party Meeting #1 Invitation, PowerPoint, and Meeting Summary

G-4.3. Consulting Party Meeting #2 Invitation, PowerPoint, Meeting Summary, and Responses to Questions

G-4.4. Consulting Party Meeting PowerPoint and Meeting Summary

G-4.5. Advisory Council on Historic Preservation Correspondence

G-4.1. List of Invitees and Attendees for All Consulting Party Meetings

List of Invitees and Attendees to Consulting Parties

Granted Consulting Party Status	Invited to be CP via 8/30/21 Email	Invited to CP Mtg 1	Attended CP Mtg 1	Invited to CP Mtg 2	Attended CP Mtg 2	Invited to CP Mtg 3	Attended CP Mtg 3	Consulting Party Contact List	Contact Title	Contact Name
Stakeholders										
X	X	X	X	X	X	X	X	United Airlines	Director, Corporate Real Estate Planning and Development	Greg Wheeler
X		X	X	X	X	X	X	United Airlines	Director, Environmental Sustainability, Programs	Frannie Levar
X	X	X	X	X	X	X	X	American Airlines		Ron LaDuke
		X						Air Canada		Michael Perry
		X						JetBlue		Erick Capps
		X						Spirit Airlines		Chip Sandifer
		X						Alaska Airlines		Jason Olawsky
		X						Delta Airlines		Blaine Peters
		X						Southwest Airlines		David Sellers
X		X	X	X		X		CDA	Commissioner	Jamie Rhee
		X	X	X	X	X	X	CDA	Deputy Commissioner - Environment & Planning	Aaron Frame
		X	X	X	X	X	X	CDA	Coordinating Architect -Design & GIS	Dominic Garascia
		X		X		X	X	CDA	Deputy Commissioner - Design & GIS	Alex Leon
		X	X	X	X	X	X	CDA	Chief Development Officer	Robert Hoxie
		X		X		X		Chicago Dept of Planning and Development		Kandalyn Hahn
		X		X		X		Chicago Dept of Planning and Development	Coordinating Planner	Matt Crawford
X		X	X	X	X	X	X	Chicago Dept of Planning and Development		Daniel Klaiber
		X	X	X	X	X	X	City of Chicago Law Department		Mort Ames
		X	X	X	X	X	X	Ricondo		Gene Peters
		X	X					Ricondo		Casey Venzon
							X	Ricondo		Julie Car
		X		X	X	X	X	KKR		Katie van Heuven
		X	X					KKR		Allison Fultz
		X						Airlines for America	President & CEO	Nicholas Calio
		X						Regional Airline Association	President & CEO	Faye Malarkey Black
		X						National Air Transportation Association	President & CEO	Timothy R. Obitts
		X						International Air Transport Association	Regional Vice President, The Americas	Peter Cerda
		X						Aircraft Owners and Pilots Association	President	Mark Baker
		X						Air Line Pilots Association	President	Joe DePete
		X						Air Traffic Control Association	President & CEO	Peter Dumont
		X						Allied Pilots Association	President	Eric Ferguson
X	X	X	X	X	X	X	X	Jacobsen Daniels	Vice President / ALO	Michael P. Hanlon
X	X	X	X	X	X	X	X	Docomomo Chicago	President of the Board	Justin Miller
		X						Docomomo Chicago		Liz Waytkus
		X						Docomomo Chicago		Craig Brandt
	X	X						AIA Chicago	Executive Director	Jen Masengarb
X		X		X		X		Chicago Women in Architecture	Board Chair	Patricia Saldana Natke
X		X		X		X		Chicago Women in Architecture	Executive Director	Alexandra Lee Small
					X	X		Chicago Women in Architecture	Board of Directors Secretary	Mimi Troy (Troy Architects)
X		X	X	X	X	X	X	Illinois Historic Preservation Agency	Cultural Resources Coordinator	CJ Wallace

List of Invitees and Attendees to Consulting Parties

Granted Consulting Party Status	Invited to be CP via 8/30/21 Email	Invited to CP Mtg 1	Attended CP Mtg 1	Invited to CP Mtg 2	Attended CP Mtg 2	Invited to CP Mtg 3	Attended CP Mtg 3	Consulting Party Contact List	Contact Title	Contact Name
X		X	X	X	X	X	X	Illinois Historic Preservation Agency	Project Designer & Deputy State Historic Preservation Officer	Anthony Rubano
				X	X	X	X	Illinois Historic Preservation Agency	Division Manager & Deputy	Carey Mayer
					X	X	X	Illinois Historic Preservation Agency	Cultural Resources Manager	Rita Baker
								Federal/Tribal		
		X						Advisory Council on Historic Preservation	Program Analyst	Sarah Stokely
	X	X						American Indian Center	Interim Executive Director	Melodi Serna
	X	X						The Delaware Tribe of Indians	Special Assistant Midwestern Office, THPO	Larry Heady
	X	X						Ho-Chunk Nation	Tribal Historic Preservation Officer	Bill Quackenbush
	X	X						Ho-Chunk Nation		Marlon Whiteeagle
	X	X						Miami Tribe of Oklahoma	Tribal Historic Preservation Officer	Diane Hunter
	X	X						Miami Tribe of Oklahoma	Asst Cultural Resources Officer	Scott Willard
	X	X						Peoria Tribe of Indians of Oklahoma		Craig Harper
	X	X						Peoria Tribe of Indians of Oklahoma	Director of Cultural Preservation & NAGPRA	Logan Pappenfort
	X	X						Potawatomi-Citizen Potawatomi Nation	Director, Cultural Heritage Center	Keli Mosteller
	X	X						Potawatomi-Citizen Potawatomi Nation		John "Rocky" Barrett
	X	X						Potawatomi-Forest County Potawatomi Community	Tribal Historic Preservation Officer	Michael LaRonge
	X	X						Potawatomi-Forest County Potawatomi Community		Ned Daniels, Jr.
	X	X						Potawatomi-Hannahville Indian Community	Culture Director	Earl Meshigaud
	X	X						Potawatomi-Hannahville Indian Community		Kenneth Meshigaud
	X	X						Potawatomi-Matcheбенashshewish	Tribal Historic Preservation Officer	Jeff Martin
	X	X						Potawatomi Nottawaseppi Huron Band	Culture Department Manager	Fred Jacko
	X	X						Potawatomi-Pokagon Band of Potawatomi	Tribal Historic Preservation Officer	Matt Bussler
	X	X						Potawatomi-Pokagon Band of Potawatomi		Jason Wesaw
X	X	X	X	X	X	X		Potawatomi-Prairie Band of Potawatomi Nation	Tribal Historic Preservation Officer	Raphael Wahwassuck
	X	X						Potawatomi-Prairie Band of Potawatomi Nation	Legislative Assistant	Cosette Wahwassuck
					X	X		Potawatomi-Prairie Band of Potawatomi Nation	Deputy THPO	Tara Mitchell
	X	X						Sac and Fox Tribe of the Mississippi in Iowa	Executive Director	March Runner
	X	X						Sac and Fox Tribe of the Mississippi in Iowa	NAGPRA Representative	Johnathon Buffalo
	X	X						Sac and Fox Nation of Missouri		Tiauna Carnes
	X	X						Sac and Fox Nation of Missouri	Executive Director	Kevin Burnison

List of Invitees and Attendees to Consulting Parties

Granted Consulting Party Status	Invited to be CP via 8/30/21 Email	Invited to CP Mtg 1	Attended CP Mtg 1	Invited to CP Mtg 2	Attended CP Mtg 2	Invited to CP Mtg 3	Attended CP Mtg 3	Consulting Party Contact List	Contact Title	Contact Name
	X	X						Sac and Fox Nation of Oklahoma	Tribal Historic Preservation Officer	Sandra Massey
	X	X						Sac and Fox Nation of Oklahoma	Repatriation/NAGPRA Committee	Jacob Manatowabailey
	X	X						Kickapoo Traditional Tribe of Kansas		Lester Randall
	X	X						Kickapoo Traditional Tribe of Kansas		Johanna Thomas
	X	X						Kickapoo Traditional Tribe of Texas		Juan Garza, Jr.
	X	X						Kickapoo Traditional Tribe of Texas		Freddie Hernandez
	X	X						Kickapoo Traditional Tribe of Oklahoma		David Pacheco, Jr.
	X	X						Kickapoo Traditional Tribe of Oklahoma		Pam Wesley
	X	X						Chi-Nations Youth Council	Co-President	Anthony Tamez-Pochel
	X	X						Chi-Nations Youth Council	Co-President	Adrien Pochel
								State Agency/Historic Organizations/Other		
		X						National Trust for Historic Preservation		
X	X	X	X	X	X	X	X	Landmarks Illinois	Director of Advocacy	Lisa DiChiera
		X						Jahn Architects	Executive Vice President	Phillip Castillo
X	X	X		X	X	X	X	Preservation Chicago	Executive Director	Ward Miller
					X	X	X	Preservation Chicago		Mary Lu Seidel
								Preservation Chicago	Director of Operations	Adam Natenshon
	X	X						Society of Architectural Historians - Chicago chapter	Board of Directors President	Judy Freeman
	X	X						Chicago Architecture Center	President & CEO	Lynn Osmond
								Local Historical Societies and Commissions		
	X	X		X		X		Chicago Historical Society/Chicago History Museum	President	Gary T. Johnson
						X		Chicago Historical Society/Chicago History Museum		Thema McDonald
	X	X		X		X		DuPage County Historical Society	Co-President	Carol Marcus
	X	X		X		X		DuPage County Historical Society	Co-President	Margaret Franson Pruter
	X	X		X		X		DuPage County Historical Museum	Museum Manager and Educator	Michelle Podkowa
	X	X		X		X		Norwood Park Historical Society	President	Judy Rustemeyer
	X	X		X		X		Park Ridge Historical Society	President	John Murphy
	X	X		X		X		Addison Historical Museum/Addison Historical Society	Coordinator	Susan English
	X	X		X		X		Bensenville Historical Society	Local History Assistant	Janis Arquette
	X	X		X		X		City of Chicago Department of Planning and Development - Historic Preservation Division	First Deputy Commissioner of Department of Planning and Development	Eleanor Gorski
	X	X		X		X		Des Plaines Historical Society & Museum	Executive Director	Philip Mohr
	X	X		X				Elk Grove Historical Society	Coordinator	Grace Heiderman
	X			X		X		Elk Grove Historical Society	Program Manager	Michael Stachnik
	X	X		X	X	X	X	Elmhurst Historical Preservation Commission	City Planner	Eileen Franz
	X	X		X		X		Itasca Historical Commission	Chairperson	Tom Hatzold
	X	X		X		X		Park Ridge Historic Preservation Commission	City Planner	Richard Peters
	X	X		X		X		Schiller Park Historical Commission	Chairman	Daniel R. Sliwicki
	X	X		X		X		Wood Dale Historical Society	Historian	Judi Ryan

G-4.2. Consulting Party Meeting #1 Invitation, PowerPoint, and Meeting Summary

From: [9-AGL-TAPandATEA \(FAA\)](#)
To: [ORDTAP](#)
Cc: [Brandon L. Robinette](#); [Diana B. Wasiuk](#); [Gretchen Wahl](#); [Amy Squitieri](#); [Christina Slattery](#)
Subject: FW: Identification of interest in the Section 106 Process for Historic Properties that may be affected by the proposed Chicago O'Hare International Airport Terminal Area Plan
Date: Wednesday, July 7, 2021 4:54:47 PM

[EXTERNAL]

From: 9-AGL-TAPandATEA (FAA)
Sent: Wednesday, July 07, 2021 4:53 PM
Subject: Identification of interest in the Section 106 Process for Historic Properties that may be affected by the proposed Chicago O'Hare International Airport Terminal Area Plan

The Federal Aviation Administration (FAA) is preparing an Environmental Assessment (EA) to evaluate the effects of the proposed Airport Terminal Area Plan and changes to air traffic procedures at Chicago O'Hare International Airport (O'Hare). The Environmental Assessment will analyze actions proposed by the Chicago Department of Aviation, including terminal projects, on-airport hotels, airfield and taxiway improvements not required by the terminal projects, and support facilities that are not required by the terminal projects. Materials outlining the proposed projects and actions, alternatives, and purpose and need are available at: [Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment \(faa.gov\)](#)

FAA intends to use the preparation of an EA to comply with NEPA and the concurrent review process under Section 106 of the National Historic Preservation Act (NHPA), as amended and re-codified (54 U.S.C. § 306108), and its implementing regulations (36 Code of Federal Regulations § 800). The Section 106 review process requires that agencies with jurisdiction over a proposed project, in this case FAA, take into account any effects on historic properties. Historic properties are those listed in or eligible for listing in the National Register of Historic Places (NRHP).

With this email, the FAA is inviting your organization to participate in a meeting regarding the Section 106 process. Early identification of historic properties of concern to your organization will allow the FAA to consider ways to avoid or minimize potential effects to those properties as project plans and alternatives are developed and refined. FAA has determined that Terminal 1, the Rotunda, and CDA Control Tower are historic properties eligible for the National Register of Historic Places (NRHP) located at O'Hare. As such, these historic properties are subject to Section 106 review. Additional historic properties may be identified as the study progresses that could also be subject to Section 106 review.

If you are interested in potential effects on historic properties related to the proposed Airport Terminal Plan and changes to air traffic procedures at O'Hare, please RSVP by replying to this email to participate in the virtual Section 106 consultation meeting on August 3 from 2:00 – 4:00 pm (CST). Please RSVP by midnight on July 20, 2021. After you RSVP, you will be provided a link to participate in the meeting.

Details of the Section 106 process, identification of historic properties and the opportunity to participate as a consulting party will be shared at the meeting. If you have any questions or need additional information about the Section 106 process, please do not hesitate to contact me by email at TAPandATEA@faa.gov or by phone at 847-294-7354.

Sincerely,

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

From: Hanson, Amy (FAA)

Sent: Monday, August 30, 2021 9:54 AM

Cc: 'ORDTAP' <ordtap@hmmh.com>

Subject: Consulting Party Invitation for the Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment Section 106 Process

The Federal Aviation Administration (FAA) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to evaluate the effects of the proposed Terminal Area Plan and changes to air traffic procedures at Chicago O'Hare International Airport (O'Hare). The EA will analyze actions proposed by the Chicago Department of Aviation (CDA), including terminal projects, on-airport hotels, airfield and taxiway improvements not required by the terminal projects, and support facilities that are not required by the terminal projects. Materials outlining the proposed projects and actions, alternatives, and purpose and need are available at: [Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment](#).

FAA is coordinating its review under Section 106 of the National Historic Preservation Act of 1966 (Section 106), as amended and re-codified (54 U.S.C. § 306108), and its implementing regulations (36 CFR § 800), with the NEPA process to the extent practicable. The Section 106 review process requires that agencies with jurisdiction over a proposed project, in this case FAA, take into account any effects on historic properties.

With this email, the FAA is extending an invitation to your organization to be a consulting party in the Section 106 process. FAA has determined that United Terminal 1, the Rotunda, and CDA Control Tower are historic properties eligible for the National Register of Historic Places (NRHP) located at O'Hare. FAA has further identified that the project has potential effects to Terminal 1 and the Rotunda. There is no new ground disturbance as part of the project plans, and therefore no archaeological survey was conducted and no impacts to archaeological sites are anticipated. Additional historic properties may be identified as the study progresses that could also be subject to Section 106 review.

FAA initiated consultation with parties who have expressed interest in historic properties at a meeting on August 3, 2021, that introduced the proposed project and Section 106 process. A follow-up meeting to address potential alternatives and anticipated effects to historic properties will be held in September. You will be invited to attend that meeting if you express interest in being a consulting party.

If you are interested in being a consulting party in the Section 106 process for historic properties related to the proposed Airport Terminal Plan and changes to air traffic procedures at O'Hare, have questions or need additional information about the Section 106 process, please contact me by email at amy.hanson@faa.gov or by phone at 847-294-7354. In addition, please contact me if you have a recommendation for others who should be considered as consulting parties.

Thank you.

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration
Office: 847-294-7354

Section 106 Consulting Party Meeting #1

Chicago O'Hare International
Airport Terminal Area Plan and
Air Traffic Procedures
Environmental Assessment

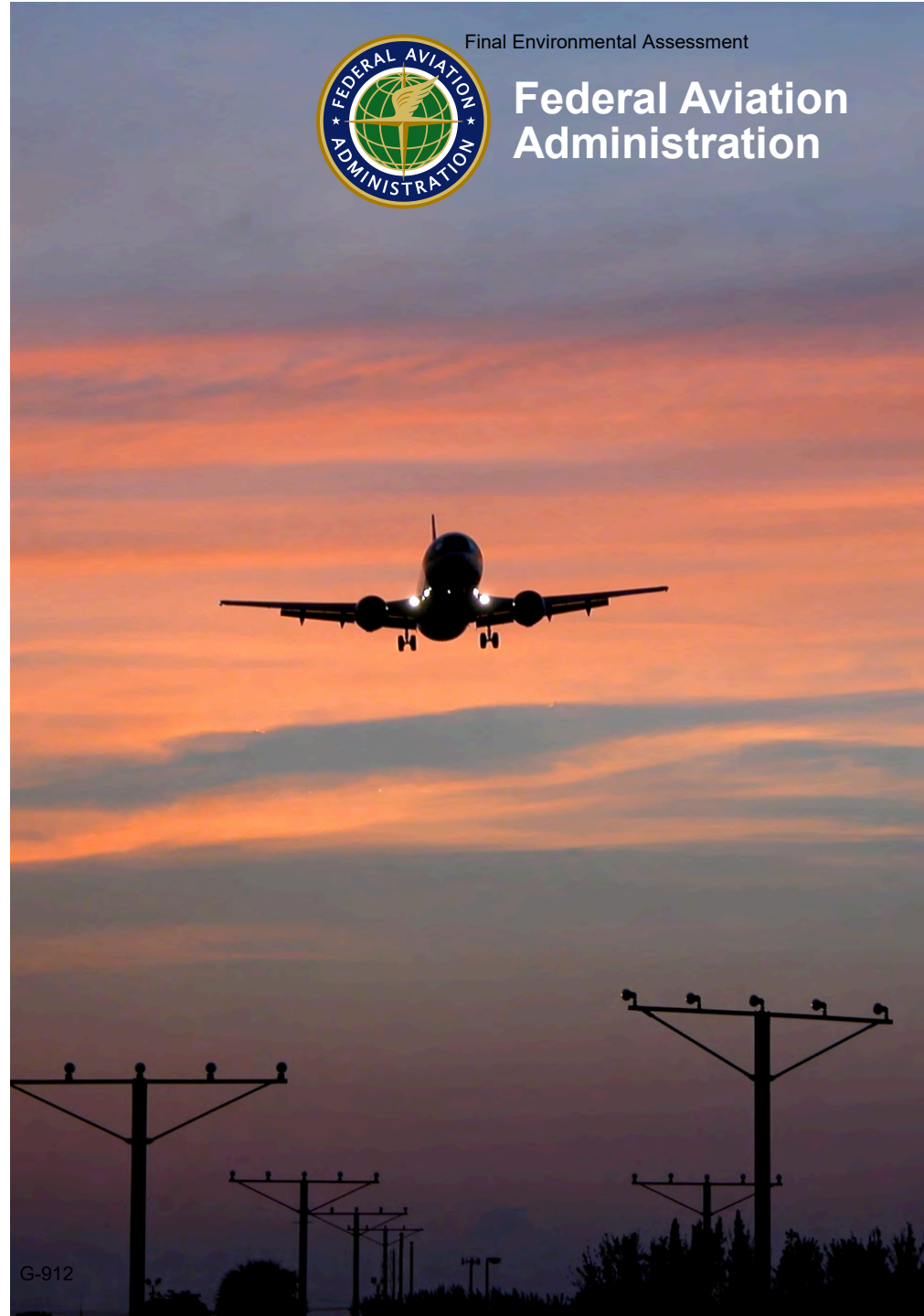
August 3, 2021

APPENDIX G



Final Environmental Assessment

**Federal Aviation
Administration**



G-912

While We Wait to Begin

- **Please update your screen name**
 - Use “Your Name/Organization Name”
- **Please wait for the Q&A at the end of the meeting to ask questions**
 - You can also write questions in the public Chat to be read by the moderator during the Q&A
- **Attendees will be muted during the presentation**
- **This meeting is being recorded**
- **For tech support, contact 310-738-5943**



Agenda

- **Introductions and Purpose**
- **Proposed Projects**
- **Why are Projects Proposed**
- **Regulatory Review**
 - **NEPA** and Environmental Assessment
 - **Section 106 – Focus for today**
- **Q&A**



Introductions and Purpose

- **Presenters**

- Gretchen Wahl – Meeting Moderator, Purpose Brand
- Amy Hanson – Agency Lead, FAA
- Amy Squitieri & Christina Slattery –
Section 106 Consultant Leads, Mead & Hunt

- **Purpose**

- Kickoff Section 106 review
- Identify parties with interest in historic properties



Federal Aviation
Administration

Introductions

- **Section 106 Participants**

- Chicago Department of Aviation (CDA) – project sponsor
- Federal Aviation Administration (FAA) – lead federal agency responsible for taking into account effects on historic properties
- State Historic Preservation Office (SHPO) – advises federal agencies on Section 106 compliance
- Tribal representatives

- **Other Attendees**

- Those who may have interest in historic properties



Federal Aviation
Administration

What are the Proposed Projects?

The FAA is conducting an Environmental Assessment and Section 106 Review Process to evaluate changes proposed for O'Hare.

The City of Chicago Department of Aviation proposes to make these changes:

- Terminal Area Plan
- Capital Improvement Program projects
- Hotel developments

The FAA proposes to make this change:

- Permanently implement offset (angled) arrival procedures at O'Hare for Runway 10R/28L



Federal Aviation
Administration

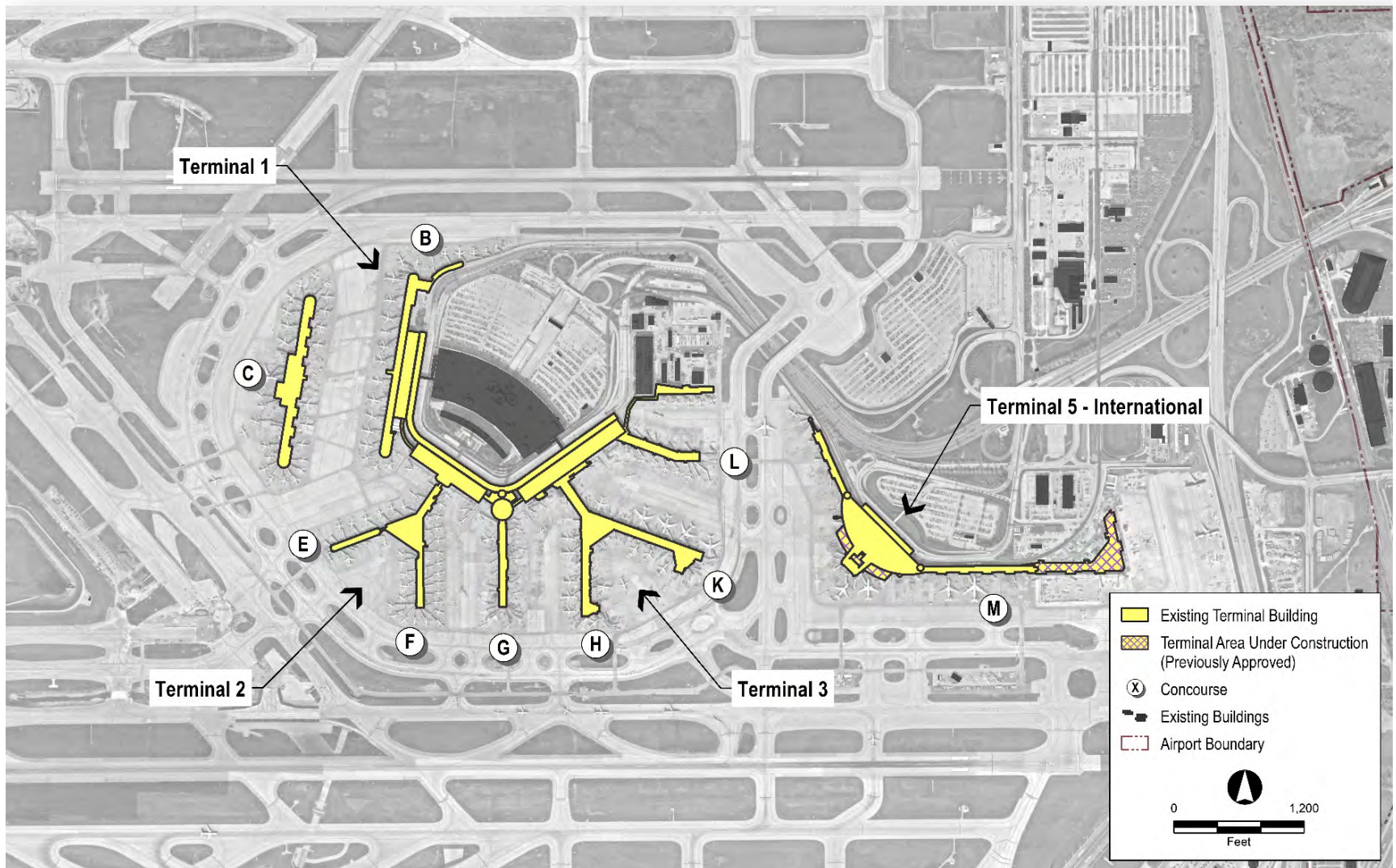
What are the Proposed Projects?

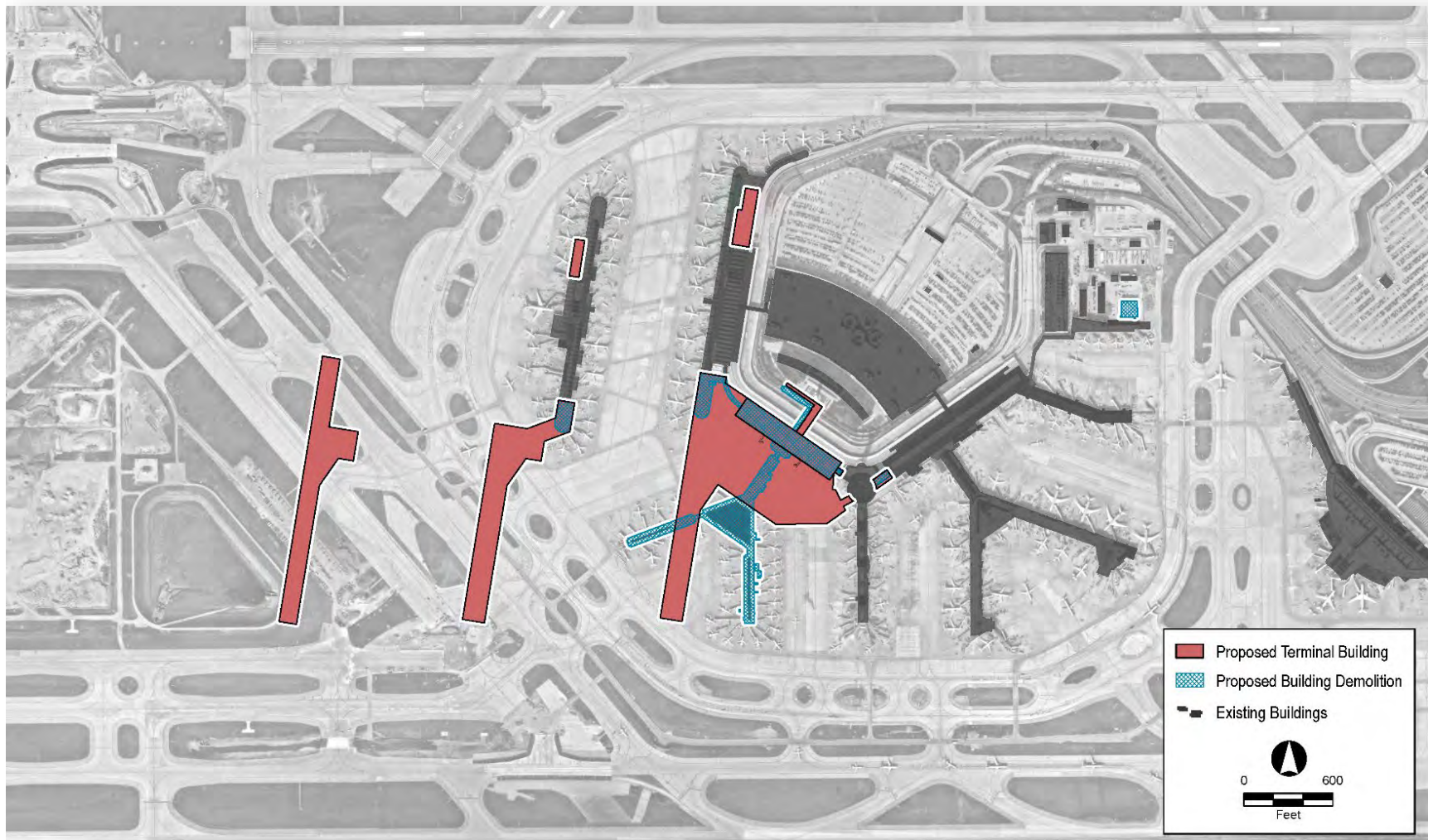
Group 1	Group 2	Group 3	Group 4	Group 5
<ul style="list-style-type: none">• Terminal Projects	<ul style="list-style-type: none">• On-Airport Hotels	<ul style="list-style-type: none">• Airfield and Taxiway Improvements (that are not required by Group 1 projects)	<ul style="list-style-type: none">• Support Facilities (that are not required by Group 1 projects)	<ul style="list-style-type: none">• Air Traffic Actions for Offset Approach Procedures on Runway 10R/28L

https://www.faa.gov/airports/great_lakes/TAPandATEA



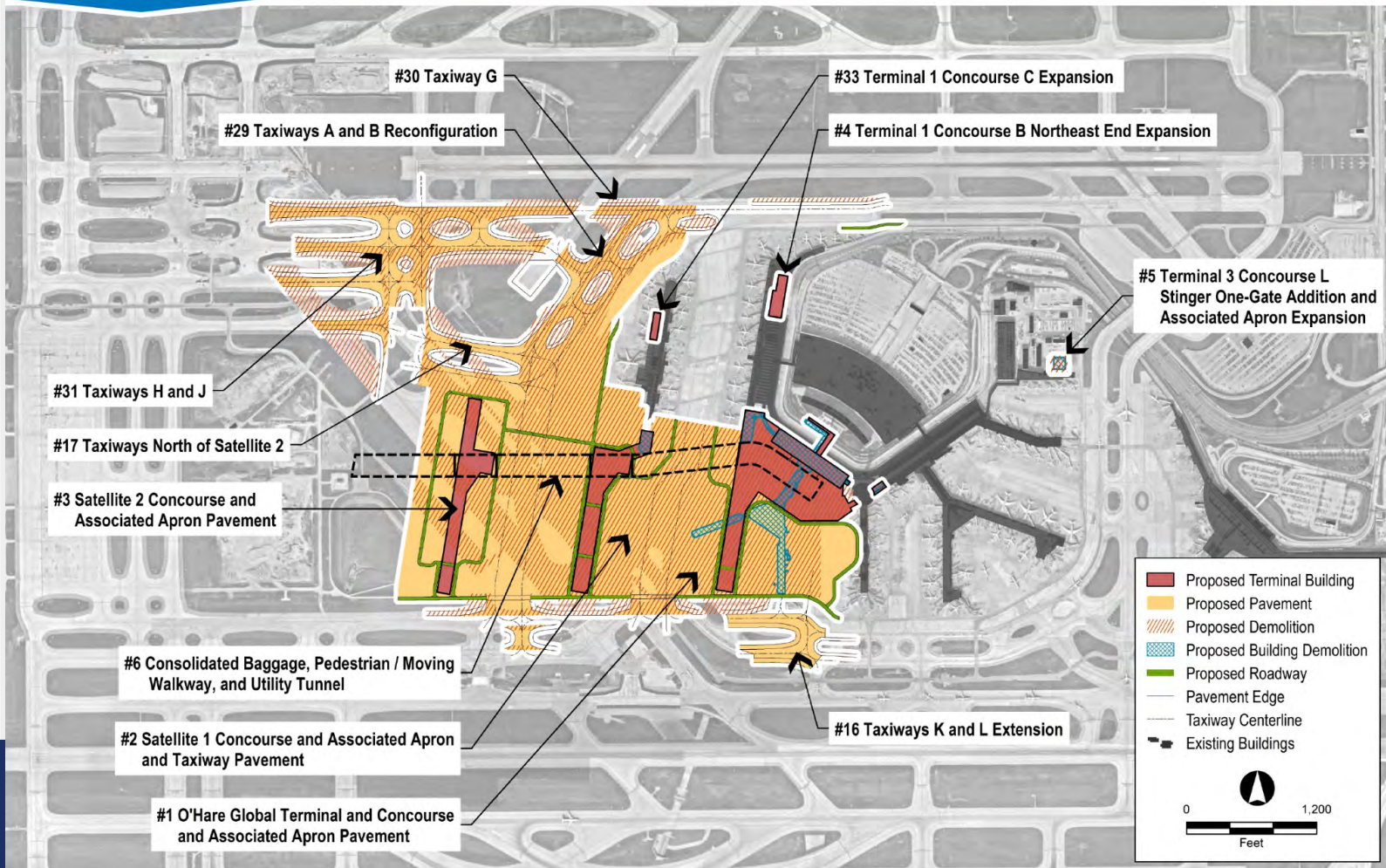
Current O'Hare Terminal Configuration





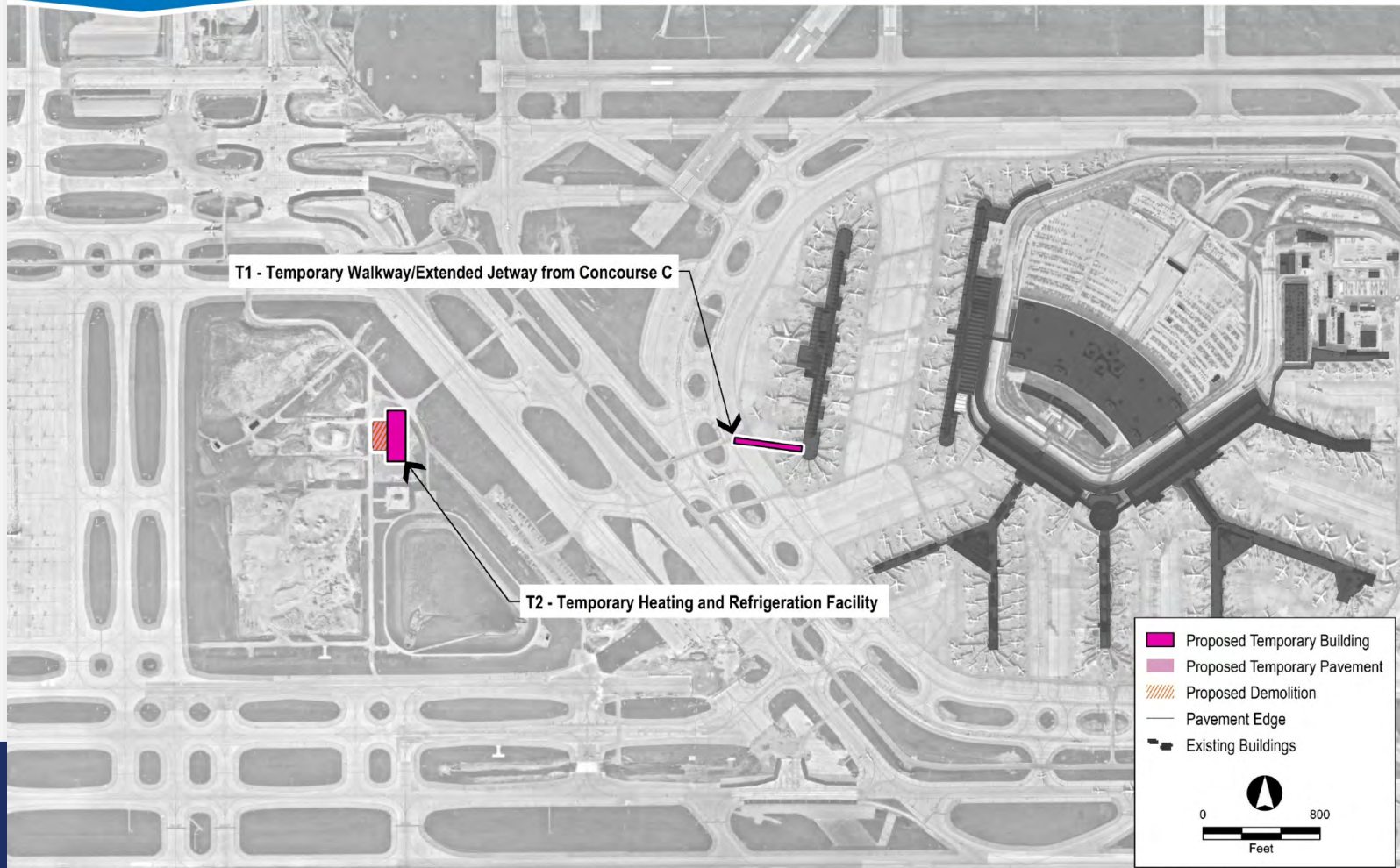
Terminal Projects – O'Hare Global Terminal and Satellite Terminal Projects

(GROUP 1, PART 1)



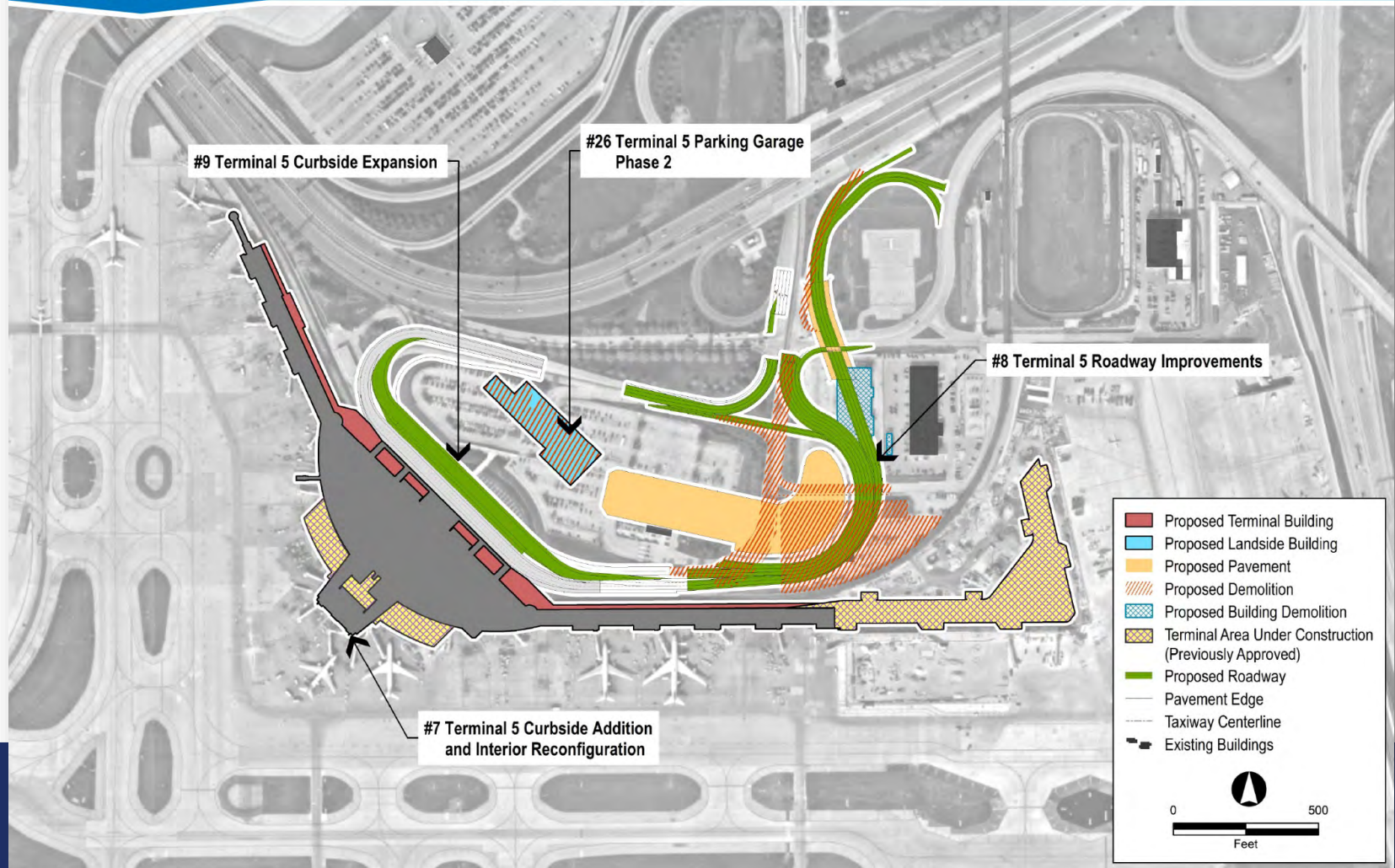
Terminal Projects – O'Hare Global Terminal and Satellite Terminal Projects

(GROUP 1, TEMPORARY)



Terminal Projects – Terminal 5 Projects

(GROUP 1, PART 2)



Why are these Projects Being Proposed?

Improvements at O'Hare are needed to provide adequate terminal, gate, and apron areas, and to efficiently accommodate the existing and projected activity. The range of projects has five major goals:

- Provide updated facilities that comply with industry-recommended guidelines
- Maintain financial independence and meet financial obligations
- Minimize aircraft movement taxi time
- Consolidate/relocate employee parking and screening, goods processing, and commercial vehicle holding away from the terminal core
- Retain operational capacity and avoid delay



What are the Proposed Federal Actions?

- **FAA approval of the Airport Layout Plan that depicts the proposed projects**
- **FAA determinations of financial eligibility of the proposed projects for Federal funding under the Airport Improvement Program and to impose and expend Passenger Facility Charges**
- **Retention of previously approved air traffic control and airspace management procedures for the safe and efficient movement of air traffic**



What are the Proposed Air Traffic Actions?

- **The proposed air traffic actions would retain existing offset approaches to Runway 10R/28L.**
- **Currently these procedures allow for use of simultaneous approaches to three runways and enable previously approved simultaneous approaches to four runways in the future.**
- **The 2015 Written Re-Evaluation of the O'Hare Modernization Environmental Impact Statement approved these offset approaches for temporary use.**

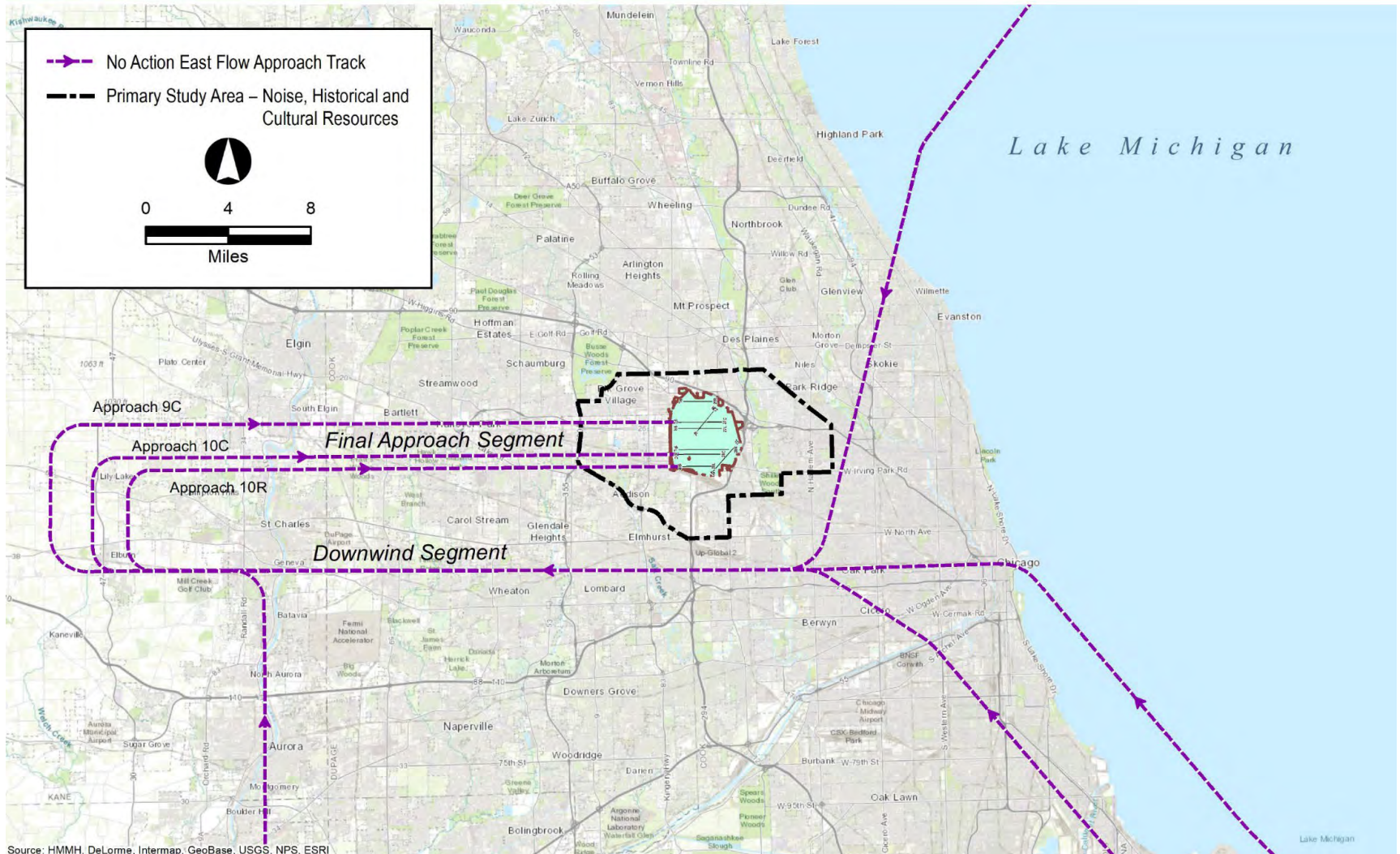


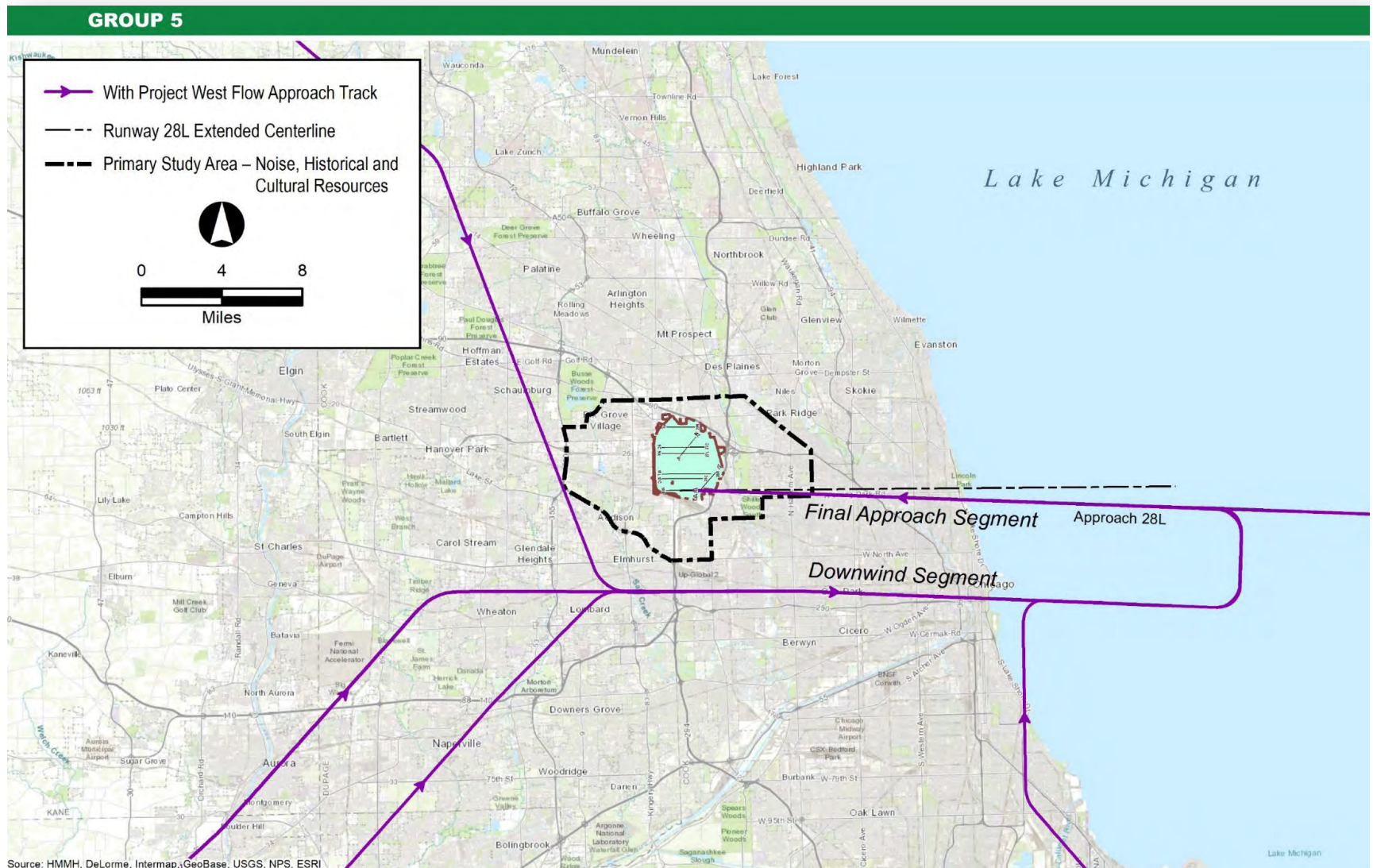
GROUP 5



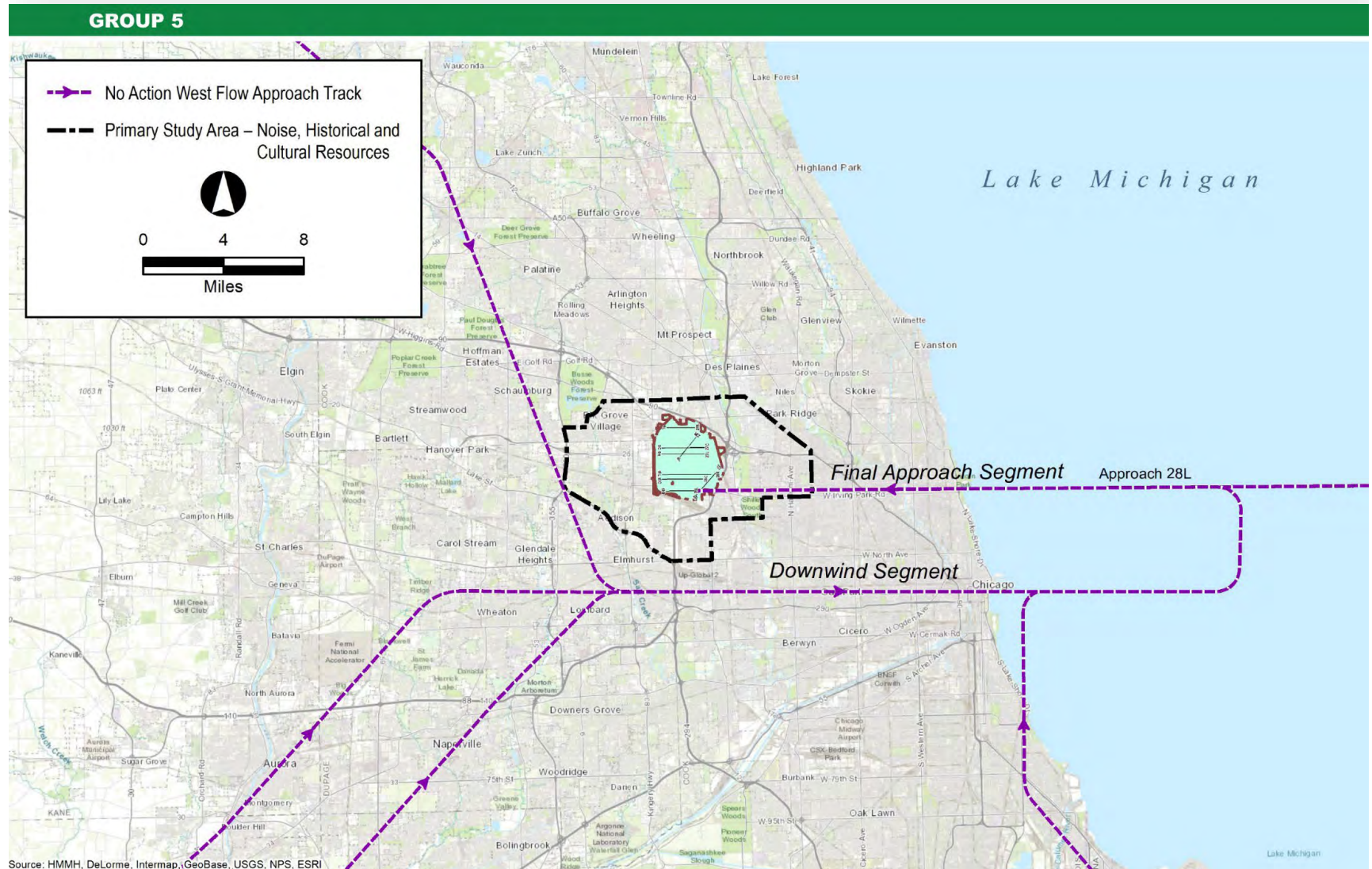
Air Traffic Actions: East Flow No Action

GROUP 5



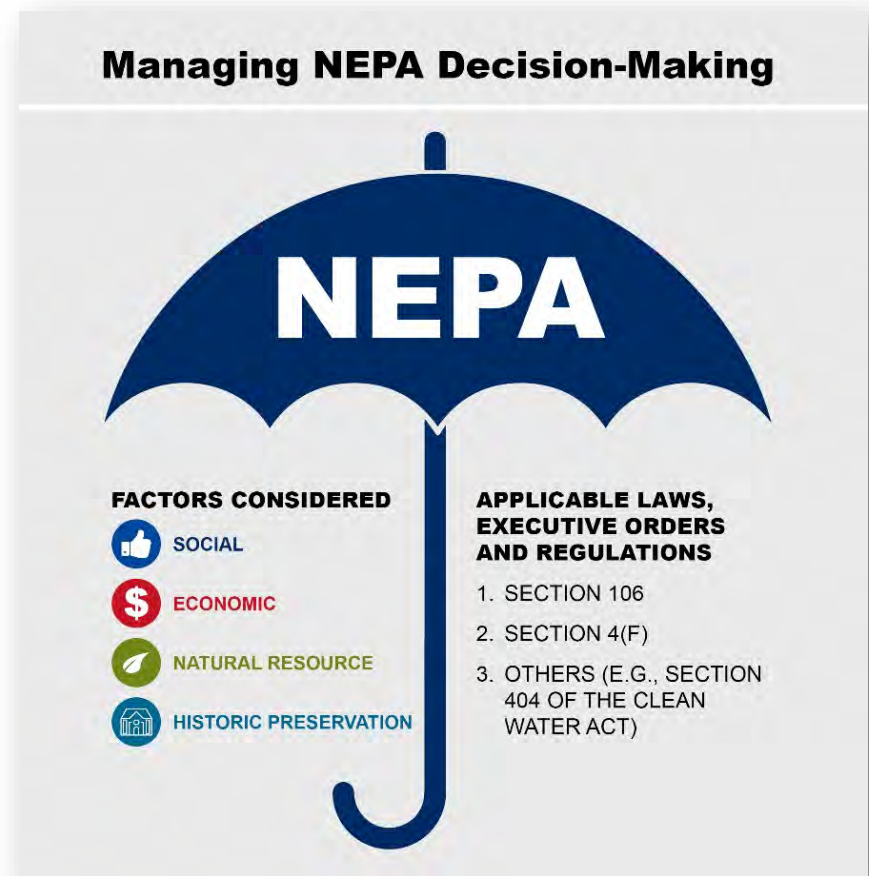


Air Traffic Actions: West Flow No Action



Regulations – NEPA

- **National Environmental Policy Act**
 - An EA is used to comply with NEPA, Section 106 and Section 4(f)



What is an Environmental Assessment?

- An **Environmental Assessment** is a public document that provides information and environmental analysis to help determine paths forward for a proposed project.
- The FAA prepares the Environmental Assessment under the National Environmental Policy Act; it may also be used to comply with the National Historic Preservation Act, Clean Water Act, Clean Air Act, and other laws.
- This assessment will determine whether the proposed project has the potential to significantly affect the environment.
- An Environmental Assessment helps determine whether the FAA will need to complete an Environmental Impact Statement or issue a Finding of No Significant Impact for a proposed project.



Regulations – Section 106

- **Basis for Section 106**
 - National Historic Preservation Act, as amended
 - Implementing regulations (36 Code of Federal Regulations § 800)
- **Requires that federal agencies with jurisdiction over a proposed project, in this case FAA, take into account any effects of the proposed project on historic properties**



Section 106 Review Process Steps

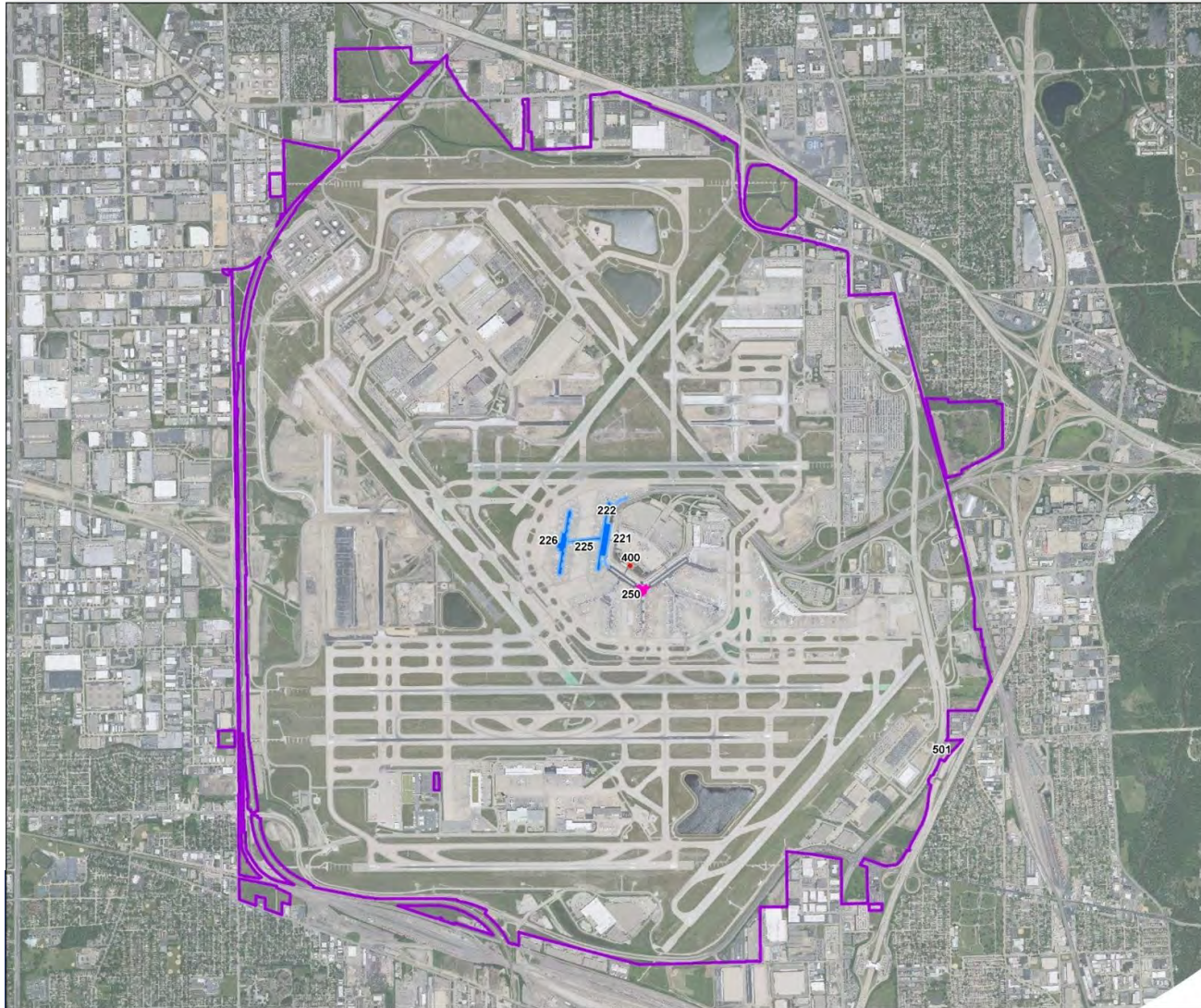


Area of Potential Effects (APE)

The geographic area(s) within which a project may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. An APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the proposed project.



On-Airport APE



Chicago O'Hare
International Airport

O'Hare 21 Terminal Area Plan On-Airport Area of Potential Effect

Legend

ORD Airport Boundary and Area of Potential Effect

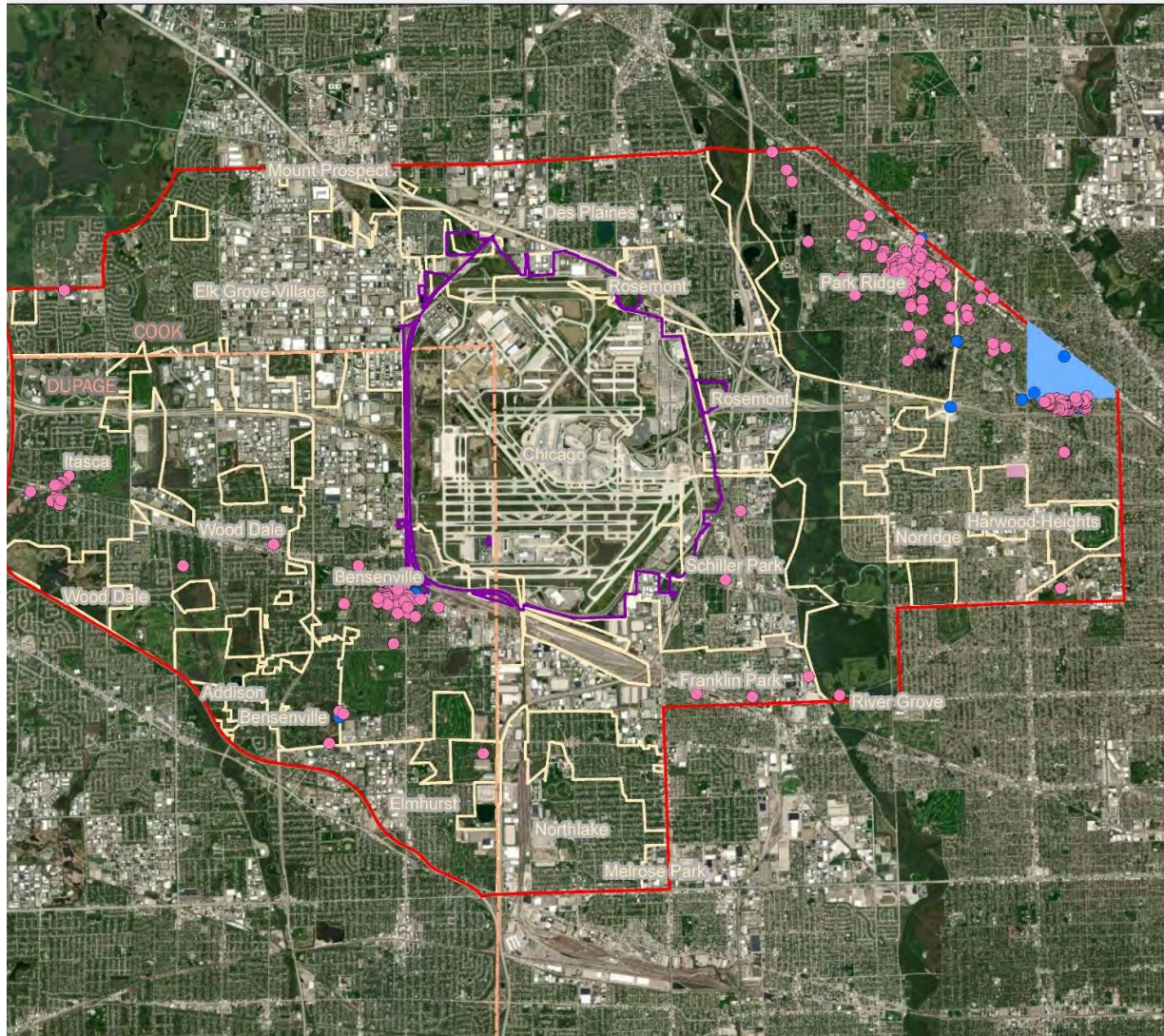
Historic Properties

Terminal 1 (Bldgs. 221, 222, 225, 226)

CDA Control Tower (Bldg. 400)

Rotunda (Bldg. 250)

Off-Airport APE



**Chicago O'Hare
International Airport**

O'Hare 21 Terminal Area Plan Off-Airport Area of Potential Effect

Legend

Historic Status

- Individual Property Listed or Determined Eligible for the NRHP
- Locally Important Site
- Historic District Listed or Determined Eligible for the NRHP
- Locally Important District

Boundary

- ORD Airport Boundary and On-Airport
- Off-Airport Area of Potential
- County
- Municipality



- **Historic properties are those listed in or eligible for listing in the National Register of Historic Places**
- **Efforts to identify on-airport and off-airport historic properties**
 - Survey and evaluation of properties over or near 50 years of age
 - Individuals or organizations with knowledge or information requested to share
 - All construction areas previously disturbed; therefore, no archaeological impacts



Evaluation of Historic Properties

- **Eligibility determinations made by FAA and consulted upon with SHPO**
- **Three on-airport historic properties determined eligible:**
 - Terminal 1
 - CDA Control Tower
 - Rotunda
- **No other on-airport properties met the eligibility requirements, as determined by FAA and consulted with SHPO**
- **Several off-airport historic properties are subject to Section 106 review**



Terminal 1

- **Eligible under Criterion C: Architecture**
 - Significant airport terminal design of the postmodern era
 - Work of Helmut Jahn
 - High artistic value of structural design and dynamic artistic spaces of the connecting tunnel
- **Met Criteria Consideration G: Properties that have achieved significance in the past fifty years**



Terminal 1

- **Character-defining features**
 - Expansive and integrated vaulted glass curtain wall spaces
 - Steel structural system, primarily visible on the interior of the building



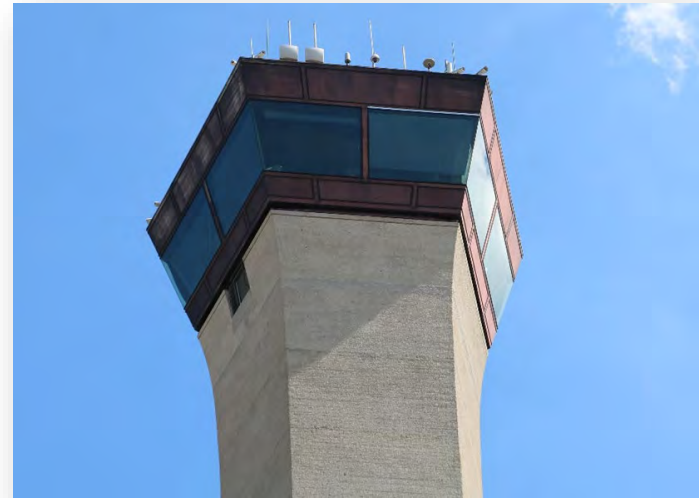
CDA Control Tower

- **Eligible under Criterion A: Transportation**
 - Prominent symbol of federal involvement in civilian air traffic control
- **Eligible under Criterion C: Architecture**
 - Important example of the standardized control tower design developed for the FAA



CDA Control Tower

- Modular, standardized design, including sub-grade base building
- Flared, tapered concrete shaft with bush-hammered finish
- Pentagonal prefabricated cab
- Notable height and highly visible location



Rotunda

- **Eligible under Criterion A: Transportation**
 - Representative of expansion of O'Hare and jet age transportation
- **Eligible under Criterion C: Architecture**
 - Significant example of the influence of jet age architecture on airport design
 - Association with master architect Gertrude Lempp Kerbis

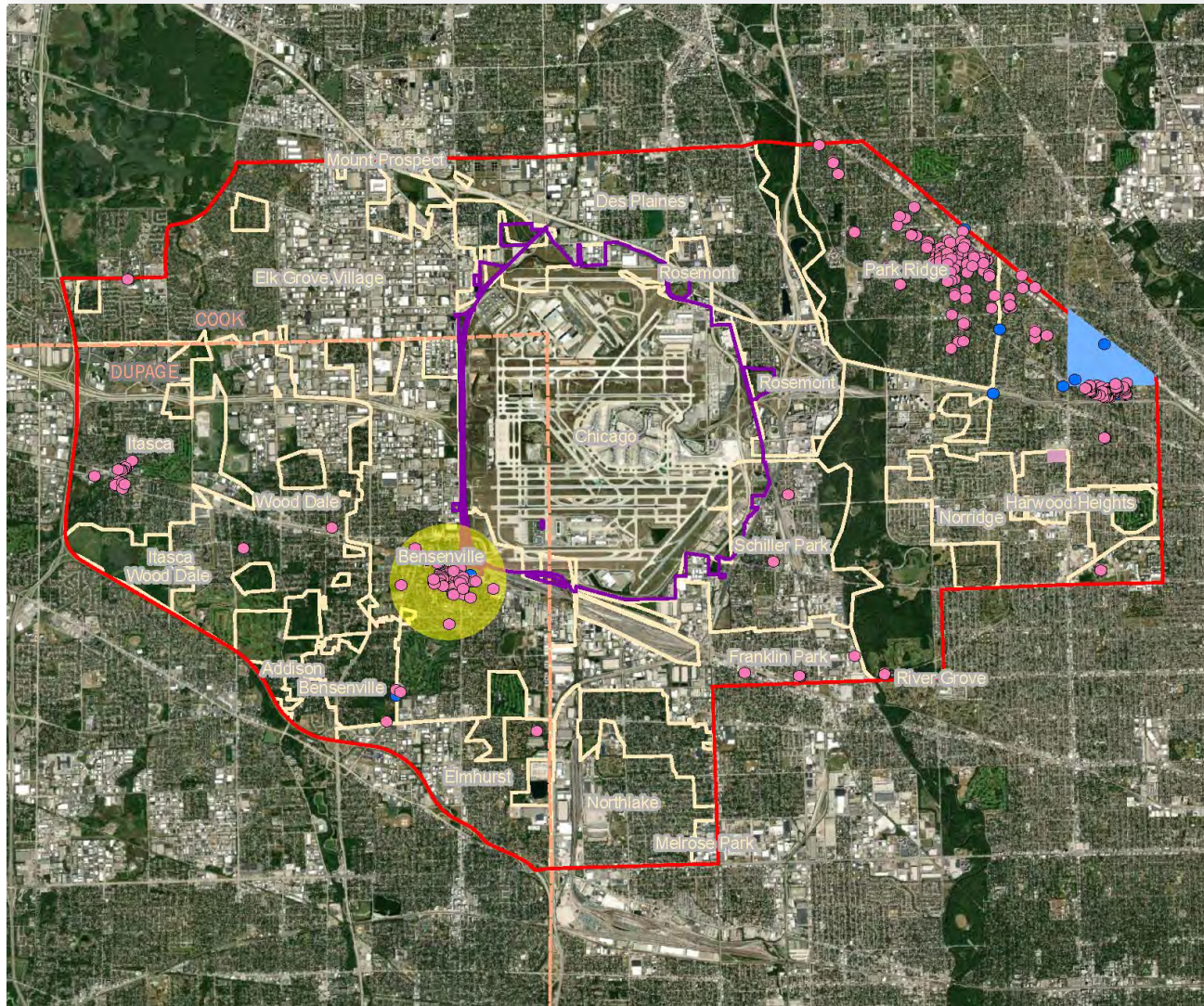


Rotunda

- **Character-defining features**
 - Cylindrical form with expansive glass windows
 - Double-height interior atrium space
 - Radial cable-suspended roof system resulting in column-less interior space
 - South-facing windows with airfield views



Off-Airport Historic Properties



Chicago O'Hare
International Airport

O'Hare 21 Terminal Area Plan Off-Airport Area of Potential Effect

Legend

Historic Status

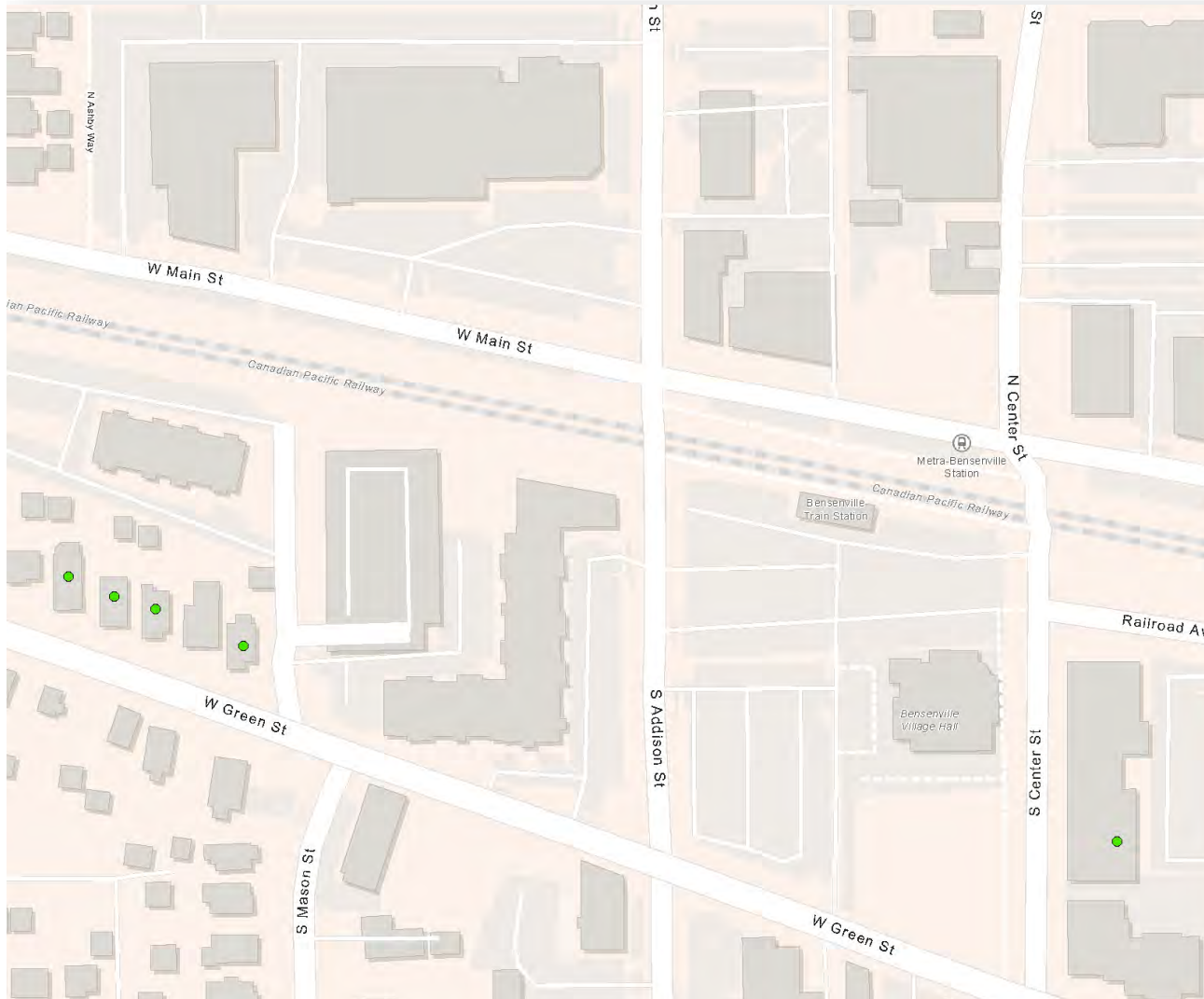
- Individual Property Listed or Determined Eligible for the NRHP
- Locally Important Site
- Historic District Listed or Determined Eligible for the NRHP
- Locally Important District

Boundary

- Bensenville Detail
- ORD Airport Boundary and On-Airport Area of Potential Effect
- Off-Airport Area of Potential Effect
- County Boundary
- Municipality Boundary



Off-Airport Historic Properties



Chicago O'Hare
International Airport

O'Hare 21 Terminal Area Plan Off-Airport Area of Potential Effect – Bensenville Detail

Legend

- Locally Important Site in Bensenville

301 W. Green St. – residence (sound insulated)
309 W. Green St. – residence (sound insulated)
313 W. Green St. – residence (sound insulated)
317 W. Green St. – residence (sound insulated)

9-23 S. Center Street – commercial property



Section 106 Consultation

- **Definitions**
 - **Consultation** – To seek, discuss, and consider the views of all participants in the Section 106 process and, where feasible, seek agreement among them.
 - **Consulting party** – A person, entity, or organization that has standing in the Section 106 process and engages in consultation to consider and address effects on historic properties.



Who Are Consulting Parties?

- **Federal Aviation Administration (FAA)**
- **Chicago Department of Aviation (CDA)**
- **State Historic Preservation Office (SHPO)**
- **The Advisory Council on Historic Preservation is informed of the project and may choose to participate.**



How to Become a Consulting Party?

- **FAA will invite others to be consulting parties during the Section 106 process.**
- **These parties must have demonstrated interest in the undertaking or affected historic properties.**
- **Consulting party status entitles the participant to share views, receive information, offer ideas and consider possible solutions.**



Section 106 Review Status

- **The FAA has not identified or endorsed any project alternative at this time.**
- **CDA alternatives will be shared at the next Section 106 meeting.**
- **Potential effects to Terminal 1 and Rotunda are anticipated.**
- **Additional alternatives may be identified by the FAA.**



Q&A Session

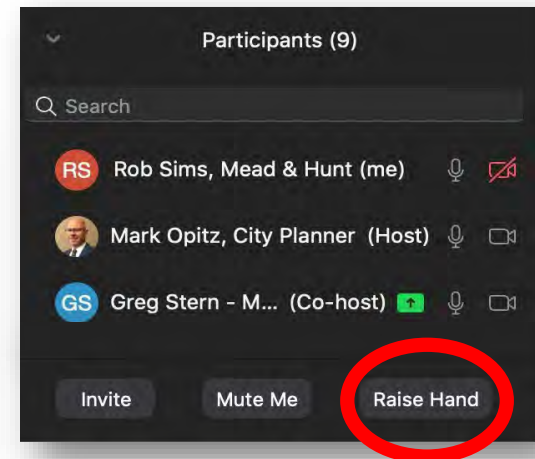
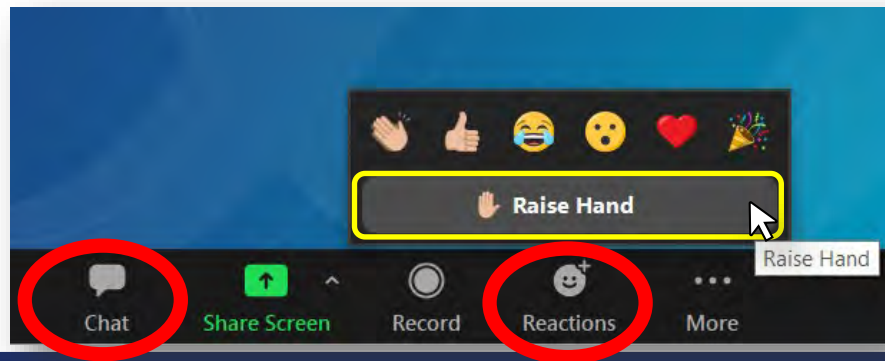


**Federal Aviation
Administration**

41

Q&A Logistics

- We will read and address questions from the Chat.
- You can also use the Raise Hand function to ask a question. This is typically found under Reactions (near Chat) at the bottom of the screen. Alternately, you may need to go to the Participants tab or click on your name.



Q&A Logistics

- **If using audio via phone:**
 - Press *9 to raise your hand
 - Once you are recognized by the moderator, press *6 to unmute yourself
- **Participants will be called upon in the order hands were raised. Once you are called upon by the moderator, state your full name and organization and ask your question.**
- **Any questions not answered today will be responded to in writing.**



Your Questions



**Federal Aviation
Administration**

44

Next Steps

- If you have a demonstrated interest in the affected historic properties and wish to become a consulting party, please send your request along with why you believe you have standing to become a consulting party to TAPandATEA@faa.gov by September 3, 2021.
- FAA will respond to requests to become a consulting party.



Next Steps

- **Once consulting parties are established, they will be notified of the next meeting.**
- **Future meetings will review project alternatives for purposes of assessing and resolving effects to historic properties.**



Thank You!



**Federal Aviation
Administration**

47

Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment

Section 106 Consultation Meeting

August 3, 2021 (2:00 pm CST)

Meeting Participants

FAA and Consultant Team

Amy Hanson, Federal Aviation Administration (FAA)

Catherine Basic, FAA

Katherine T. Rooney, FAA

Jose de Leon, FAA

Tony Molinaro, FAA

Deb Bartell, FAA

Patrick J. Wells, FAA

Gregory Hines, FAA

Johanna Forkner, FAA

Rebecca MacPherson, FAA

Joseph Czech, HMMH

Brandon Robinette, HMMH

Diana Wasiuk, HMMH

Arnav Pamidighantam, HMMH

Christina Slattery, Mead & Hunt, Inc. (Mead & Hunt)

Amy Squitieri, Mead & Hunt

Colleen Bosold, Mead & Hunt, Inc.

Gretchen Wahl, Purpose Brand

Ami Reese, Purpose Brand

Mary Vigilante, Synergy Consultants

CDA and Consultant Team

Jamie Rhee, City of Chicago Department of Aviation (CDA)

Daniel Klaiber, CDA

Aaron Frame, CDA

Dominic Garascia, CDA

Robert Hoxie, CDA

Mort Ames, City of Chicago Law Department

Allison Fultz, Kaplan Kirsch Rockwell (KKR)

Casey Venzon, Ricondo

Gene Peters, Ricondo

Invited participants

Carol Wallace, Illinois Historic Preservation Agency
Anthony Rubano, Illinois Historic Preservation Agency
Justin Miller, Docomomo Chicago
Lisa DiChiera, Landmarks Illinois
Raphael Wahwassuck, Prairie Band Potawatomi Nation
Ron LaDuke, American Airlines
Gregory Wheeler, United Airlines
Frannie Levar, United Airlines
Michael Hanlon, O'Hare Airline Liaison Office

Meeting Summary

The meeting was held to familiarize potential consulting parties with the proposed project, provide background related to Section 106 of the National Historic Preservation Act of 1966 (Section 106) review and historic properties, and to identify those who have a demonstrated interest in historic properties that may be affected by the proposed project to include in future consultation.

The FAA is conducting an Environmental Assessment (EA) and Section 106 review process to evaluate changes to O'Hare International Airport proposed by the CDA. The changes involve the terminal area, numerous capital improvement projects, hotel development, and implementation of offset approach procedures. For the purposes of Section 106 we will largely focus on Terminal Projects, which involve on-airport historic properties, and traffic actions, which may affect off-airport historic properties, if any effects are identified.

The FAA is preparing the EA under the National Environmental Policy Act. The EA will also be used to comply with the National Historic Preservation Act, and other applicable laws.

Within the on-airport APE, three properties were identified to meet National Register of Historic Places (National Register) Criteria: Terminal 1, the CDA Control Tower, and the Rotunda. Eligibility determinations were made by the FAA and consulted upon with the Illinois State Historic Preservation Office (SHPO). Since there is no new ground disturbance, no archaeological survey was conducted and no impacts to archaeological sites are anticipated. No other on-airport properties met eligibility requirements. Four houses and a commercial block in Bensenville identified as locally important sites off-airport could be subject to Section 106 review.

FAA will invite organizations or individuals with a demonstrated interest (legal or economic interest or who are concerned with effects of the projects on historic properties) in the project to be consulting parties in the Section 106 process. If you have a demonstrated interest in the affected historic properties and wish to become a consulting party, please send your request along with why you believe you have standing to become a consulting party to TAPandATEA@faa.gov by September 3, 2021. FAA will respond to requests to become a consulting party. Once consulting parties are established, they will be notified of the next meeting. Future meetings will review project alternatives for purposes of assessing and resolving any effects to historic properties.

The meeting's Microsoft PowerPoint presentation is included as an attachment.

Questions and Answers

The following questions were received from meeting participants. Responses are noted below each question.

Q1: Please tell us about plans to date that may impact the DOE'd buildings

Response: The city's proposal includes connections to the south end of Concourse B and Concourse C as a part of Terminal 1 and then also a connection to the Rotunda. These are the two buildings that were determined eligible for the National Register and are historic properties for purposes of Section 106. In these areas, FAA is looking at potential impacts to Terminals 1 and the Rotunda. At this time there are no proposed modifications relating to the CDA Control Tower. There is greater detailed information on our website with specific points on each of the projects:

https://www.faa.gov/airports/great_lakes/TAPandATEA

Q2: Can you point to where the Rotunda is on the map

Response: The round structure at the top of Concourse G. The Rotunda was pointed out to participants on the map; see page 8 of the attached presentation.

Q3: Is there further information to provide on proposed impact to Rotunda and Terminal 1?

Response: For additional information, please visit:

https://www.faa.gov/airports/great_lakes/TAPandATEA. We are evaluating the CDA's proposed alternative at this time and at the next meeting we will be presenting greater detailed information on the proposed project and the alternatives.

Q4: What is the criteria that you will be evaluating the program alternatives against?

Response: We will use the Purpose and Need to develop the alternatives, and we also look at the specific requirements for Section 106. Section 106 uses the criteria for adverse effect to evaluate effects to historic properties. Please see Section 106 of the National Historic Preservation Act, as amended and re-codified (54 U.S.C. § 306108), and its implementing regulations (36 Code of Federal Regulations § 800.5) Assessment of adverse effects at: [36CFRPart800 as amended2004 web.doc \(achp.gov\)](#). The FAA is evaluating the CDA's proposed alternative at this time, applying the criteria for adverse effect, and is developing a finding on potential effect to historic properties.

Q5: It is not clear on the website where to find visuals to understand proposed impact to the Rotunda and Terminal 1.

Response: On the FAA project website https://www.faa.gov/airports/great_lakes/TAPandATEA, please see the videos (on the far right side of page) as well as the presentation on the scoping process at https://www.faa.gov/airports/great_lakes/TAPandATEA/media/environmental-assessment-scoping-process.pdf and the detailed description of the proposed project at:

https://www.faa.gov/airports/great_lakes/TAPandATEA/media/tap-pds-scoping-package-vpb-20210514.pdf

Q6: Can you provide a link?

Response: https://www.faa.gov/airports/great_lakes/TAPandATEA

G-4.3. Consulting Party Meeting #2 Invitation, PowerPoint, Meeting Summary, and Responses to Questions

From: [Hanson, Amy \(FAA\)](#)
Cc: ["ORDTAP"](#)
Subject: Materials for Terminal Area Plan and Air Traffic Environmental Assessment Section 106 Consultation Meeting #2
Date: Tuesday, December 7, 2021 5:27:53 PM
Attachments: [Secretary of the Interiors Standards for Rehabilitation.pdf](#)
[Consulting_Mtg_2_2021_12_03_Slidedeck_reduced_size.pdf](#)
[O'Hare TAP Section 106 Additional Variants 2021_12_7.pdf](#)
[Zoom check for updates.png](#)

All –

Consulting Party Meeting #2 is being held on December 13, 2021 from 2-4 pm (CST) for Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Procedures Environmental Assessment. The project's proposed actions and FAA's preliminary finding effect on historic properties will be discussed at the meeting. FAA applied the Criteria of Adverse Effect and the Secretary of the Interior's Standards to evaluate the proposed action on two historic properties determined eligible for the National Register of Historic Places - Terminal 1 and the Rotunda. In advance of the Consulting Party Meeting #2, FAA is distributing the following materials for review:

- PowerPoint presentation slides with graphics of the proposed actions
- Variants package showing the various options of the proposed actions that were reviewed under Section 106 to avoid or minimize adverse effects
- Secretary of the Interior's Standards for Rehabilitation used in application of the criteria of adverse effect

For those intending to join the meeting using the Zoom app on your computer, tablet, or mobile device: To have the best experience in the meeting, you will want to ensure you have the latest version of Zoom. To do this from your computer, log into your account and click on the icon with your initials in the upper right corner of your main dashboard and select "check for updates" (see below). To do this from your tablet or mobile device, check your App Store or Google Play Store updates to make sure your Zoom app is up to date.

We look forward to the meeting on the 13th.

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration
Office: 847-294-7354
Cell: 847-571-3425

The Secretary of the Interior's Standards for Rehabilitation¹⁷

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

¹⁷ As taken from U.S. Department of the Interior, National Park Service, Technical Preservation Services, revised by Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*.

Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Procedures Environmental Assessment

Section 106 – Additional Variants Reviewed

Mead & Hunt, Inc. – 12/7/2021

The original proposed action developed by the City of Chicago Department of Aviation (CDA) for terminal development was determined to have an adverse effect to on-airport historic properties by the Federal Aviation Administration (FAA). In an effort to avoid or minimize adverse effects under Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106) to the National Register of Historic Places (National Register) determined-eligible Terminal 1 and Rotunda, variants of the Proposed Action were developed by the CDA, the FAA, and its consultant.

The Environmental Assessment being conducted under National Environmental Policy Act (NEPA) and the associated Section 4(f) Evaluation also considered off-airport and on-airport alternatives. No alternatives that avoid using the on-airport historic properties (Terminal 1 and the Rotunda) have been identified as being prudent and feasible under Section 4(f).

Following the NEPA alternatives screening process established as part of the overall Environmental Assessment, each of the following variants was reviewed to determine if the variant would avoid or minimize adverse effects under Section 106:

- Nineteen variants were reviewed for the interface of Terminal 1 Concourse B with the O'Hare Global Terminal (OGT).
- Nine variants were reviewed for the interface of Terminal 1 Concourse C with Satellite 1.
- Nine variants were reviewed for the interface of the Rotunda with the OGT.

If the variant would avoid or minimize adverse effects under Section 106, it was reviewed to see if it meets the project purpose and need. If a variant would not avoid or minimize adverse effects, its ability to meet purpose and need is not applicable. In order to assess ability to meet the project purpose and need, the following criteria were considered:

- Provides for improvements or new facilities that address existing narrow corridor widths
- Meets facility requirements for space (programmable space), gates, and gate flexibility
- Enables appropriate functionality and organization of space
- Addresses need for wayfinding, signage, and universal design
- Enables direct routing and connection of passengers, baggage systems, and back-of-house functions

- Considers construction impacts and feasibility, such as impacts to essential or difficult to replace functions

The results the screenings noted above are summarized in the following tables. A variant that avoids adverse effects is preferred for Section 106 purposes over a variant that minimizes adverse effect.

Interface of the Terminal 1 Concourse B and OGT
(see attachments for plan views of each variant)

Variant	Would the alternative avoid adverse effects under Section 106?	Would the alternative minimize adverse effects under Section 106?	Does the alternative that avoids or minimizes adverse effects meet project purpose and need?
B1: Maximized OGT	No – due to loss of historic fabric and character-defining features with removal of approximately 381 linear feet of Concourse B end, including high apse.	No – due to loss of historic fabric and character-defining features with removal of approximately 381 linear feet of Concourse B end, including high apse.	N/A
B2: Initial Proposed Action (also known as CDA Original Action)	No – due to loss of historic fabric and character-defining features with removal of approximately 233 linear feet of Concourse B end, including high apse.	No – due to loss of historic fabric and character-defining features with removal of approximately 233 linear feet of Concourse B end, including high apse.	N/A
B3: Extended Transition	No – due to loss of historic fabric and character-defining features with removal of approximately 233 linear feet of Concourse B end, including high apse.	No – Provides more transition between Concourse B and OGT but there is still a loss of historic fabric and character-defining features with removal of approximately 233 linear feet of Concourse B end, including high apse.	N/A
B4: Revised Proposed Action	No – due to loss of historic fabric and character-defining features with the removal of approximately 167 linear feet of Concourse B end, including high apse.	Yes – retains more historic fabric (small change from B2); but still a loss of historic fabric and character-defining features with removal of approximately 167 linear feet of Concourse B end, including high apse.	Yes – this alternative minimizes adverse effects and meets purpose and need. However, Variant B12d is preferred because it avoids adverse effects and meets purpose and need.
B5: Extended Concourse/Transition	No – due to loss of historic fabric and character-defining features due to removal of approximately 60 linear feet of Concourse B end.	Yes - keeps more historic fabric including high apse but loss of character-defining features with removal of approximately 60 linear feet of Concourse B end.	No

Variant	Would the alternative avoid adverse effects under Section 106?	Would the alternative minimize adverse effects under Section 106?	Does the alternative that avoids or minimizes adverse effects meet project purpose and need?
B6: Side Connection	Yes – keeps most of historic fabric and retains character-defining features (high apse and concourse end).	N/A	No
B6: Refined (variation of side connection)	Yes – keeps most of historic fabric and retains character-defining features (high apse and concourse end).	N/A	No
B6A (variation of side connection)	Yes – keeps most of historic fabric and retains character-defining features (high apse and concourse end).	N/A	No
B7: Underground Connection	Yes – keeps historic fabric and retains character-defining features (high apse and concourse end).	N/A	No
B9A, B9B, B10A, B10B, B11A, B11B, B12A, B12B (all shown on one plan sheet): End Connection Variants (minor differences in height and massing of interface components)	No – the size, scale, and massing of the OGT connector is not compatible with Terminal 1 and does not protect the integrity of Terminal 1.	Yes – keeps most of historic fabric and character-defining features (high apse retained) but size, scale, and massing of connector are not compatible with Terminal 1.	Yes – these alternatives minimize adverse effects and meets purpose and need. However, Variant B12D is preferred because it avoids adverse effects and meets purpose and need.
B12C	No – the size, scale, and massing of the OGT connector is not compatible with Terminal 1 and does not protect the integrity of Terminal 1.	Yes – keeps most of historic fabric and character-defining features (high apse retained) but size, scale, and massing of connector are not compatible with Terminal 1.	Yes – this alternative minimizes adverse effects and meets purpose and need. However, Variant B12D is preferred because the size, scale and massing of the OGT connector is compatible, avoids adverse effects and meets purpose and need.
B12D: Final Proposed Action	Yes – minimal loss of historic fabric and retains character-defining features (high apse retained).	N/A	Yes

Note: FAA developed variant B8 concept with an end connection. Detailed renderings were not prepared. CDA variants with end connections (B9A, B9B, B10A, B10B, B11A, B12A, and B12B) were then developed based on this concept.

Interface of the Rotunda with OGT

(see attachments for plan views of each variant)

Variant	Would the alternative avoid adverse effects under Section 106?	Would the alternative minimize adverse effects under Section 106?	Does the alternative that avoids or minimizes adverse effects meet project purpose and need?
R1: Maximized OGT	No – demolition of Rotunda	No – demolition of Rotunda	N/A
R2: Connection through Concourse G	No – retains exterior structure but completely envelopes the Rotunda, fully obscuring its exterior	No – retains exterior structure but completely envelopes the Rotunda, fully obscuring its exterior	N/A
R3: Initial Proposed Action (also known as CDA Original Action)	No – loss of historic fabric and character-defining features (removal of some glazing and portion of mezzanine)	No – loss of historic fabric and character-defining features (removal of some glazing and portion of mezzanine)	N/A
R4: Increase Separation	No – the size, scale, and massing of the OGT is not compatible with Rotunda and it does not protect the integrity of the Rotunda.	Yes – minimizes loss of historic fabric and retains character-defining feature (mezzanine). It keeps a couple more windows but does not have the visual separation provided by exterior courtyard of R5-1.	No
R5 – CDA Acceptable variant	No – does not avoid adverse effects due to loss of historic fabric and character defining-feature with removal of portion of the mezzanine.	Yes – minimizes adverse effects by minimizing loss of historic fabric but does remove portion of character-defining feature (mezzanine).	Yes – this alternative minimizes adverse effects and meets purpose and need. However, Variant R5-1 is preferred because it avoids adverse effects and meets purpose and need.
R5-1: Final Proposed Action	Yes – minimizes loss of historic fabric and retains character-defining feature (mezzanine).	N/A	Yes
R6: Adjacent Landside/Airside Connection	No – the size, scale, and massing of the OGT is not compatible with the Rotunda and it does not protect the integrity of the Rotunda.	Yes – minimizes adverse effects by minimizing loss of historic fabric and retains character-defining feature (mezzanine). It retains more windows but does not have the visual separation provided by exterior courtyard of R5-1.	No

Variant	Would the alternative avoid adverse effects under Section 106?	Would the alternative minimize adverse effects under Section 106?	Does the alternative that avoids or minimizes adverse effects meet project purpose and need?
R7: Underground Connection	No – the size, scale, and massing of the OGT is not compatible with the Rotunda and it does not protect the integrity of the Rotunda.	Yes – minimizes loss of historic fabric and retains character-defining feature (mezzanine), but does not provide visual separation and may obscure exterior views of Rotunda.	No
RX – Annular Concept	No – the size, scale, and massing of the OGT is not compatible with the Rotunda and it does not protect the integrity of the Rotunda.	Yes – minimizes effects by retaining historic fabric and character-defining feature (mezzanine) but partially envelopes the Rotunda and obscures views of the exterior of the Rotunda.	No

Interface of the Terminal 1 Concourse C and Satellite 1

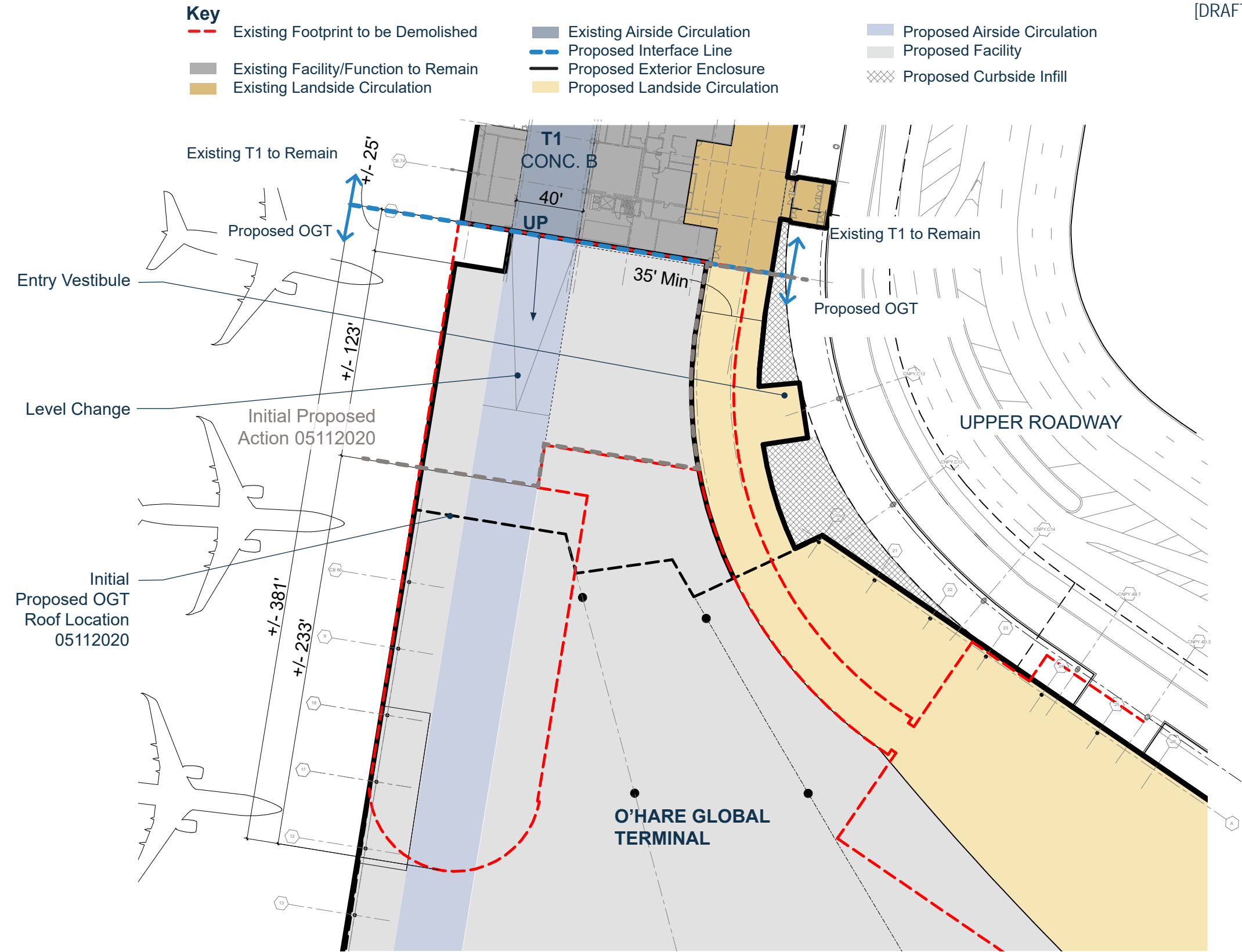
(see attachments for plan views of each variant)

Variant	Would the alternative avoid adverse effects under Section 106?	Would the alternative minimize adverse effects under Section 106?	Does the alternative that avoids or minimizes adverse effects meet project purpose and need?
C1: Maximized Satellite 1	No – loss of historic fabric and character-defining features with removal of approximately 292 linear feet of Concourse C end, including apse.	No – loss of historic fabric and character-defining features with removal of approximately 292 linear feet of Concourse C end, including apse.	N/A
C2: Initial Proposed Action (also known as CDA Original Action)	No – loss of historic fabric and character-defining features with removal of approximately 207 linear feet of Concourse C end, including apse.	No – loss of historic fabric and character-defining features with removal of approximately 207 linear feet of Concourse C end, including apse.	N/A
C3: Revised Proposed Action	No – due to loss of historic fabric and character-defining features with removal of approximately 153 linear feet of Concourse C end.	Yes – retains more historic fabric but still a loss of historic fabric with removal of approximately 153 linear feet of Concourse C end but retains character-defining features, including apse.	Yes – this alternative minimizes adverse effects and meets purpose and need. However, Variant C6 modified is preferred because it avoids adverse effects and meets purpose and need.

Variant	Would the alternative avoid adverse effects under Section 106?	Would the alternative minimize adverse effects under Section 106?	Does the alternative that avoids or minimizes adverse effects meet project purpose and need?
C4: Extended Transition	No – due to a loss of historic fabric with removal of approximately 153 linear feet of Concourse C end.	Yes – keeps same amount of historic fabric as variant C3 but reads as separate building with separation (approximately 58 feet) between concourse and Satellite 1, but still a loss of historic fabric with removal of approximately 153 linear feet of Concourse C end but retains character-defining feature (apse).	No
C5: Further Extended transition	No – due to a loss of historic fabric with removal of approximately 153 linear feet of Concourse C end.	Yes - keeps same amount of historic fabric as variants C3 and C4 but reads as separate building with more separation (approximately 98 feet) between original concourse and Satellite 1 as C4, but still a loss of historic fabric with removal of approximately 153 linear feet of Concourse C end but retains character-defining feature (apse).	No
C6: Side Connection	Yes – keeps most of historic fabric and retains character-defining features (apse and concourse end).	N/A	No
C6 Modified: Final Proposed Action	Yes – keeps most of historic fabric and retains character-defining features (apse and concourse end).	N/A	Yes
C7: Underground connection	Yes – keeps historic fabric and retains character-defining features (apse and concourse end).	N/A	No



B1 – MAXIMIZED OGT

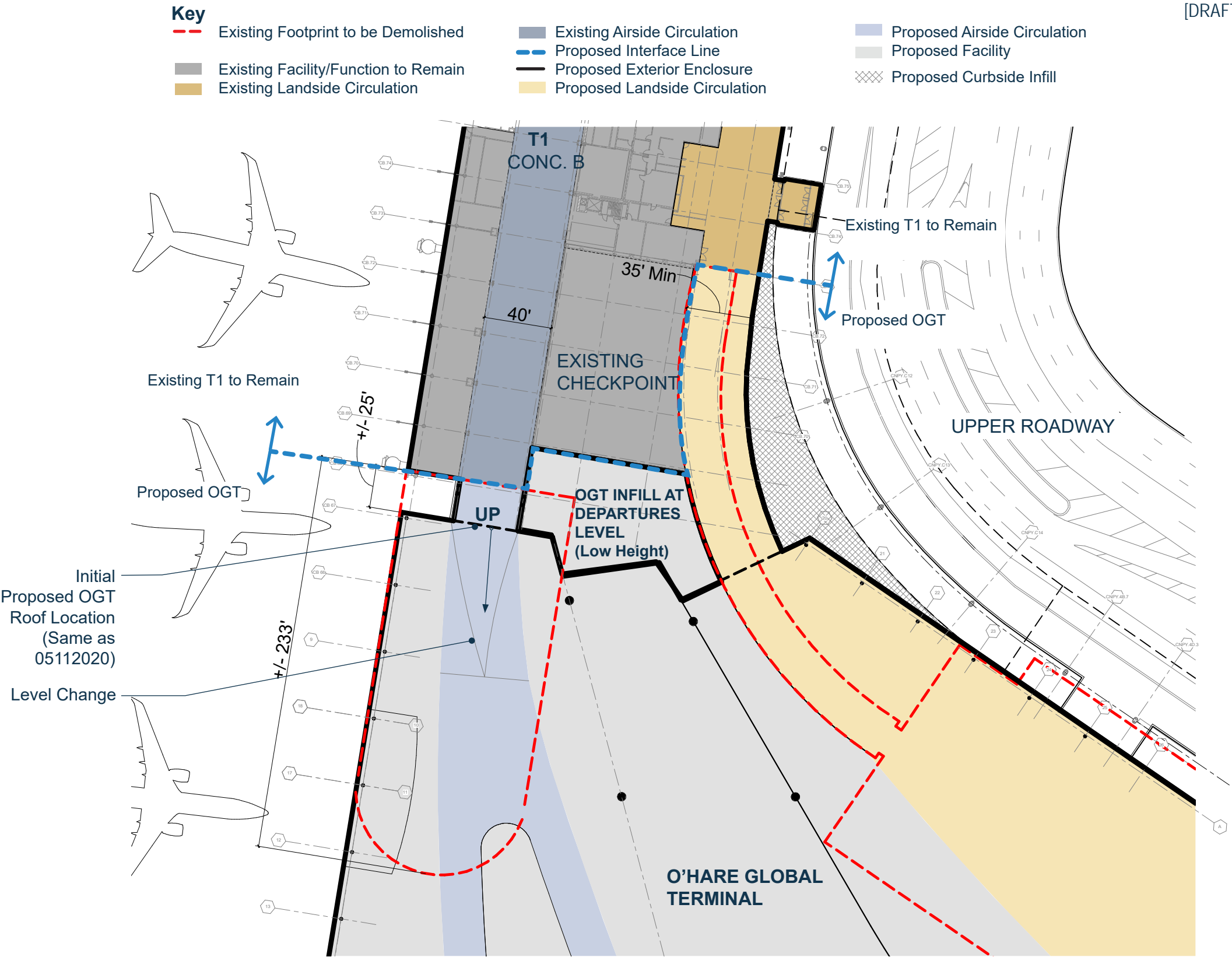


L2 / Departures / Concourse Level of T1-OGT Interface

[1]



B2 — INITIAL PROPOSED ACTION

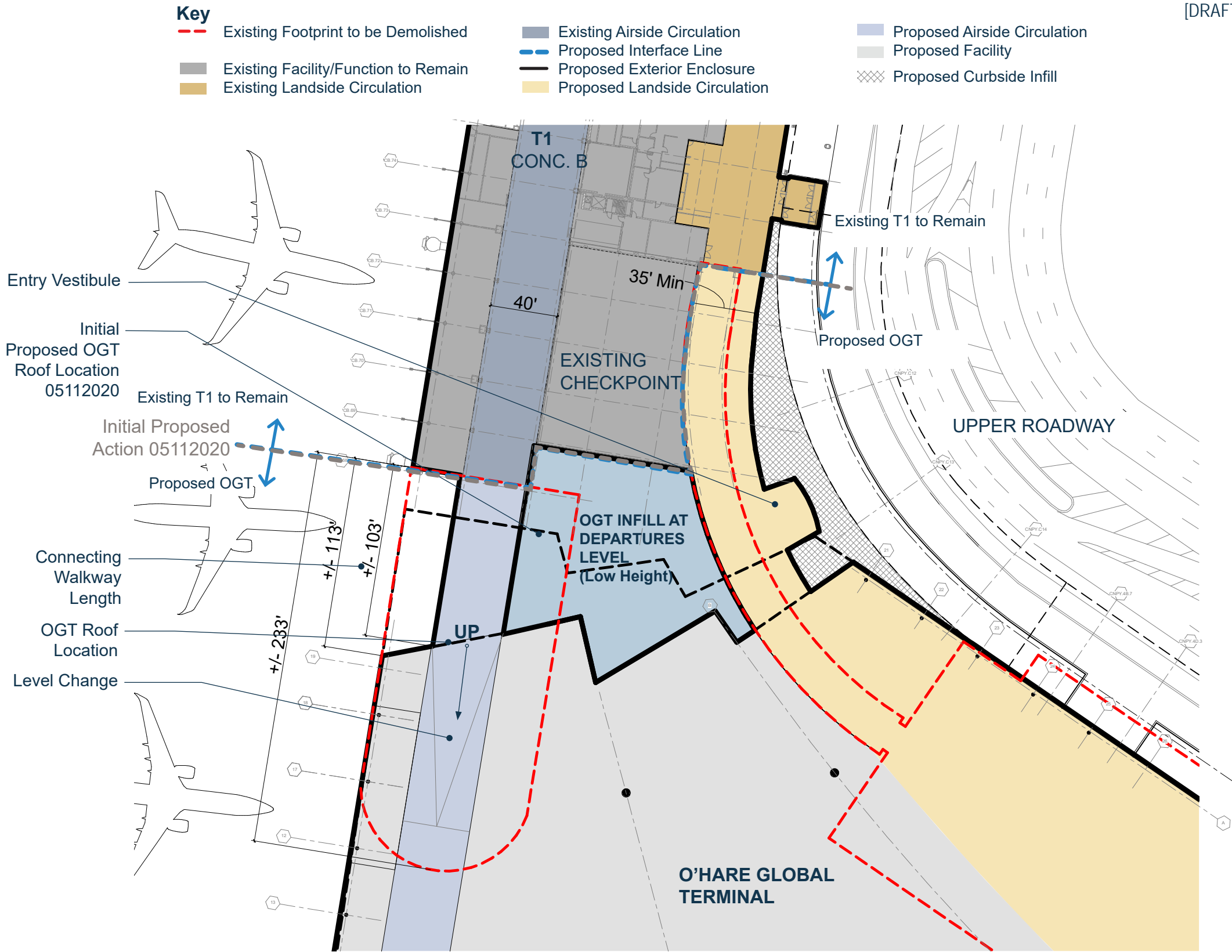


L2 / Departures / Concourse Level of T1-OGT Interface

[2]



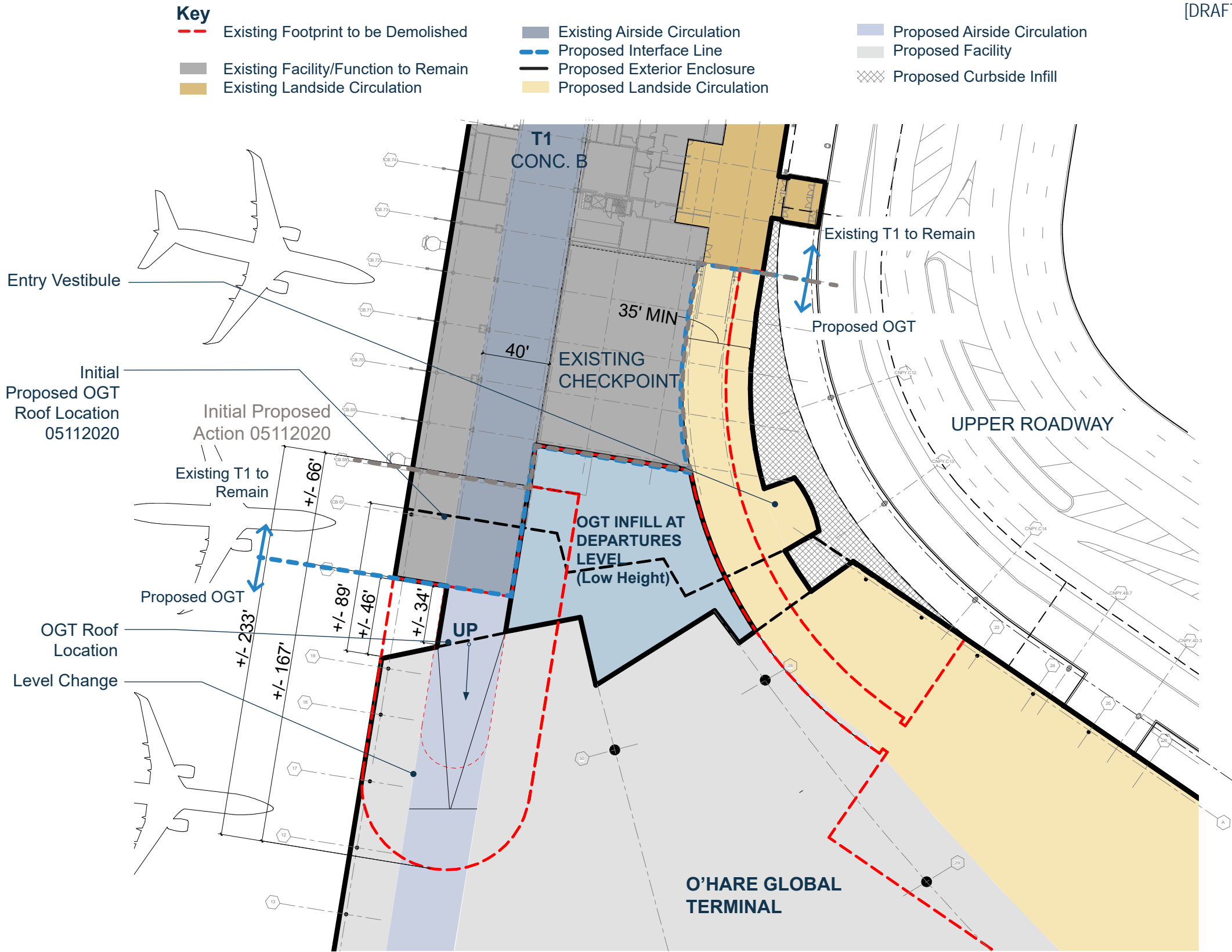
B3 — EXTENDED TRANSITION



L2 / Departures / Concourse Level of T1-OGT Interface



B4 — REVISED PROPOSED ACTION

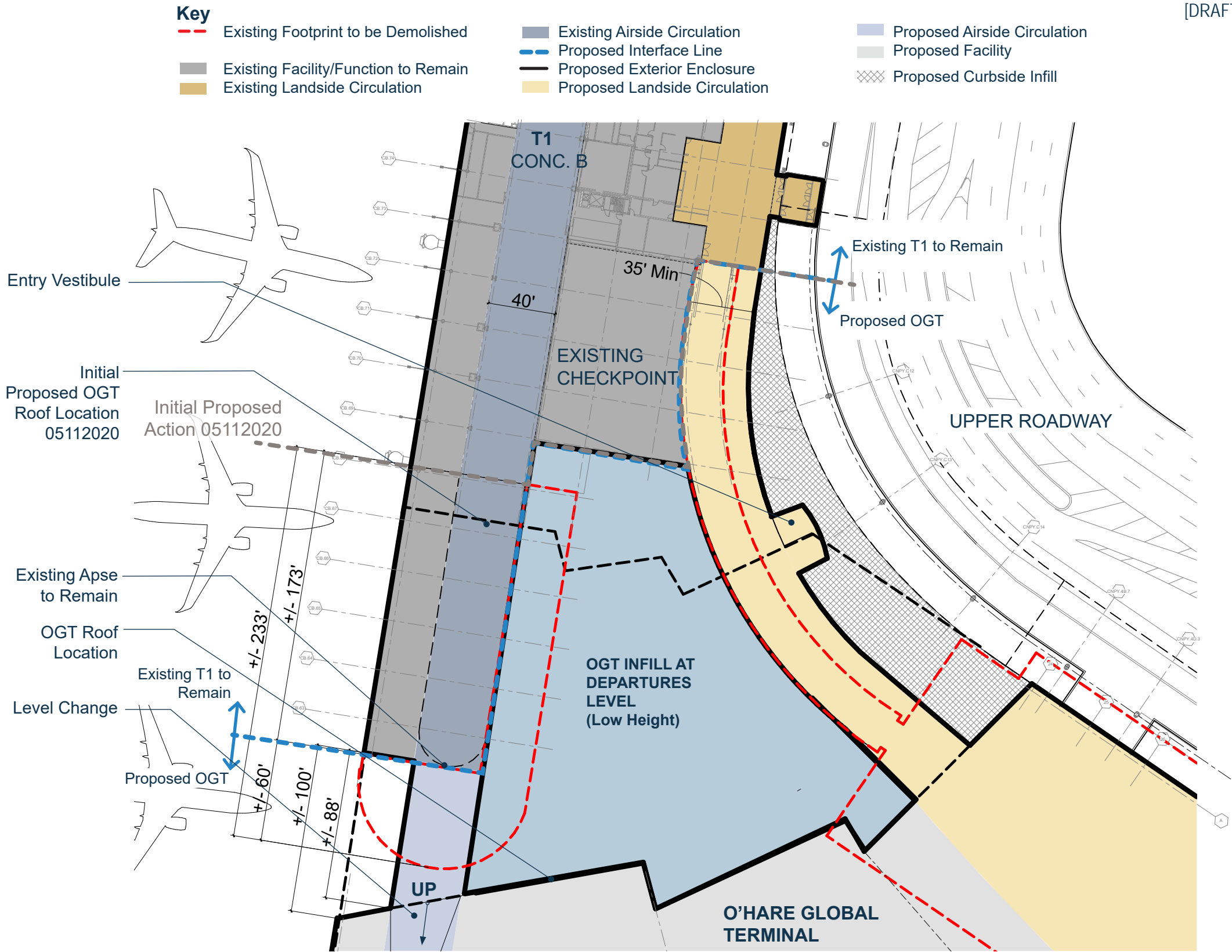


L2 / Departures / Concourse Level of T1-OGT Interface

[4]



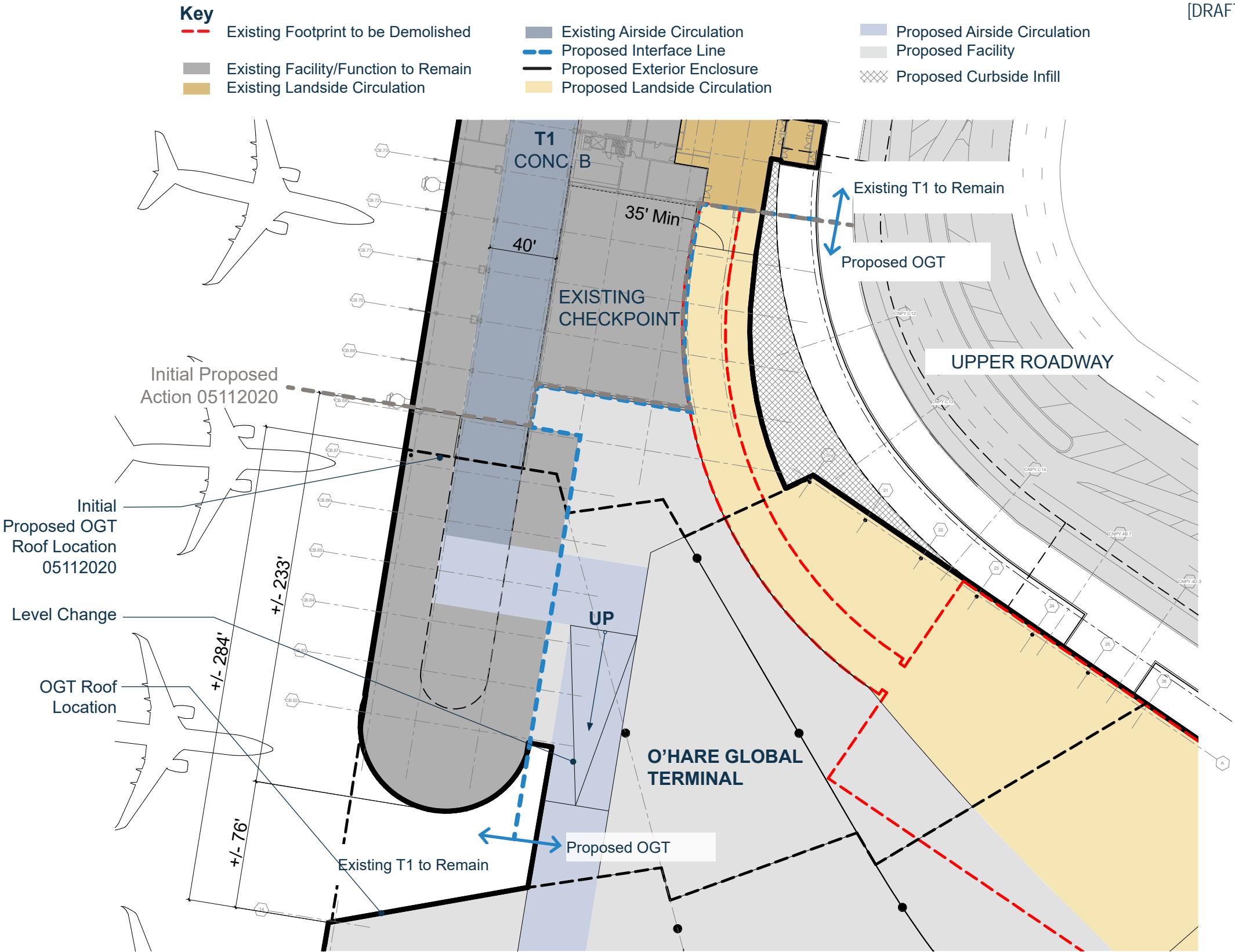
B5 — EXTENDED CONCOURSE/TRANSITION



L2 / Departures / Concourse Level of T1-OGT Interface

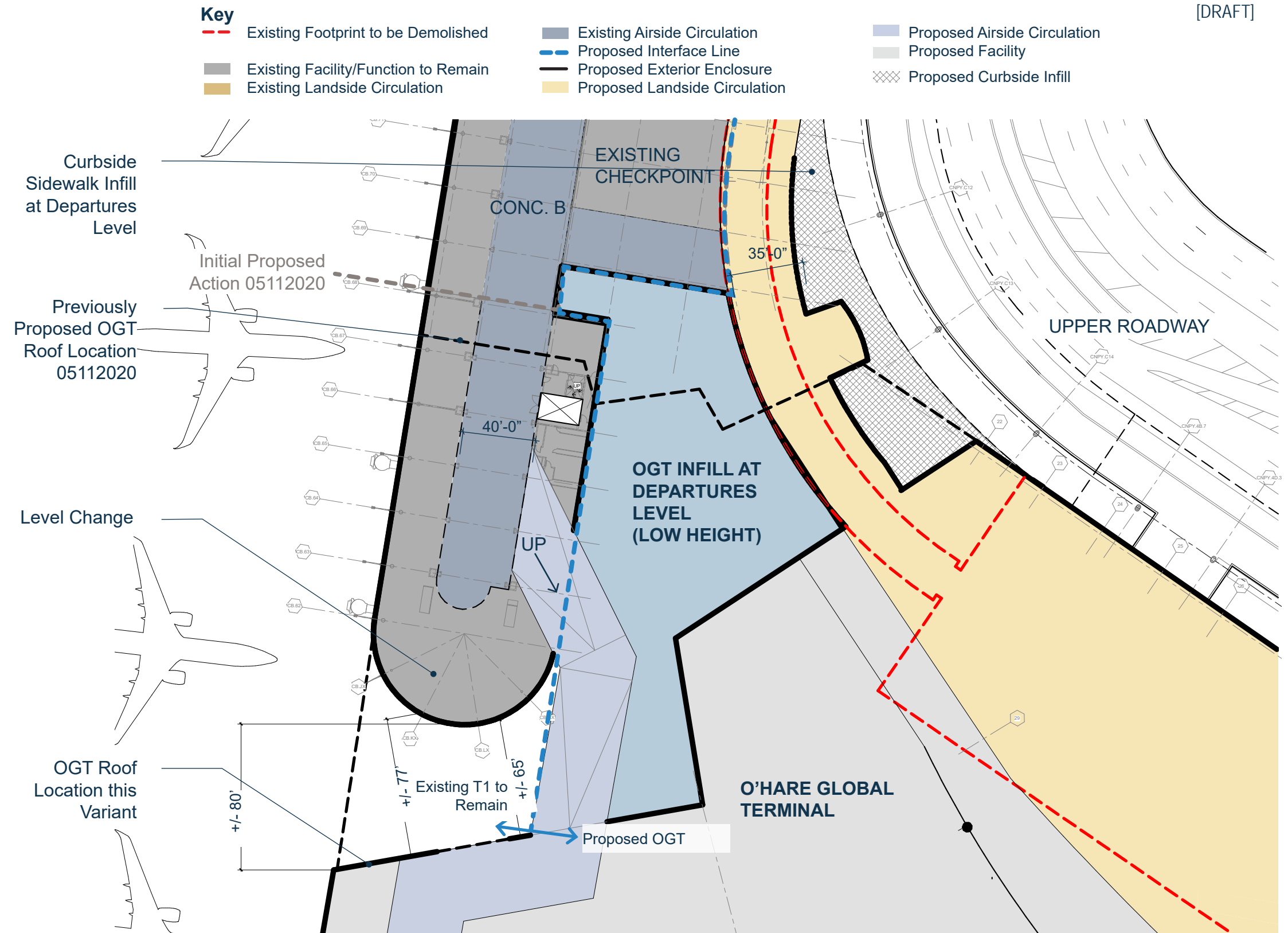


B6 – SIDE CONNECTION



L2 / Departures / Concourse Level of T1-OGT Interface

B6 – REFINED

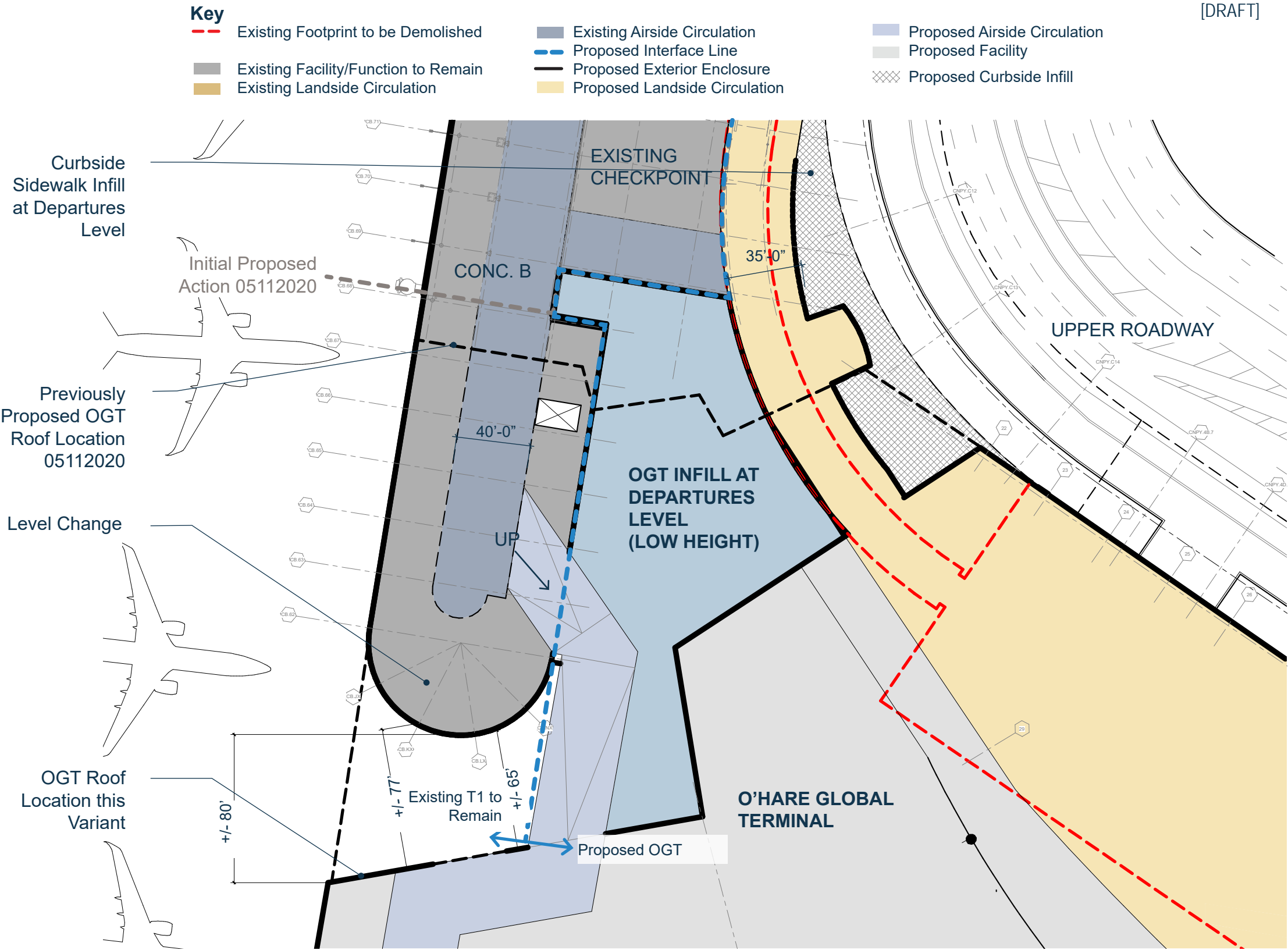


L2 / Departures / Concourse Level of T1-OGT Interface

[7]



B6A

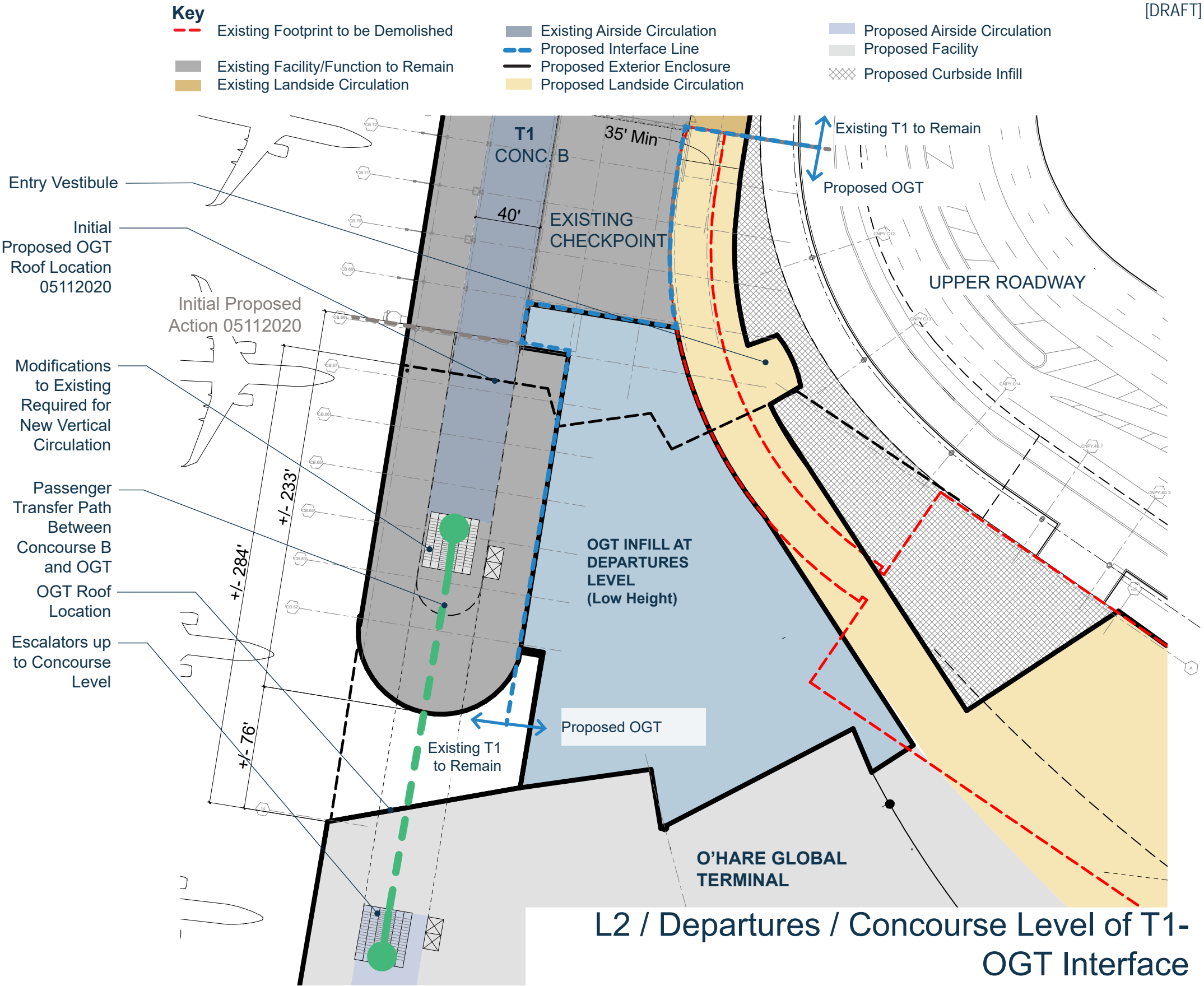


L2 / Departures / Concourse Level of T1-OGT Interface

[8]



B7 – UNDERGROUND CONNECTION



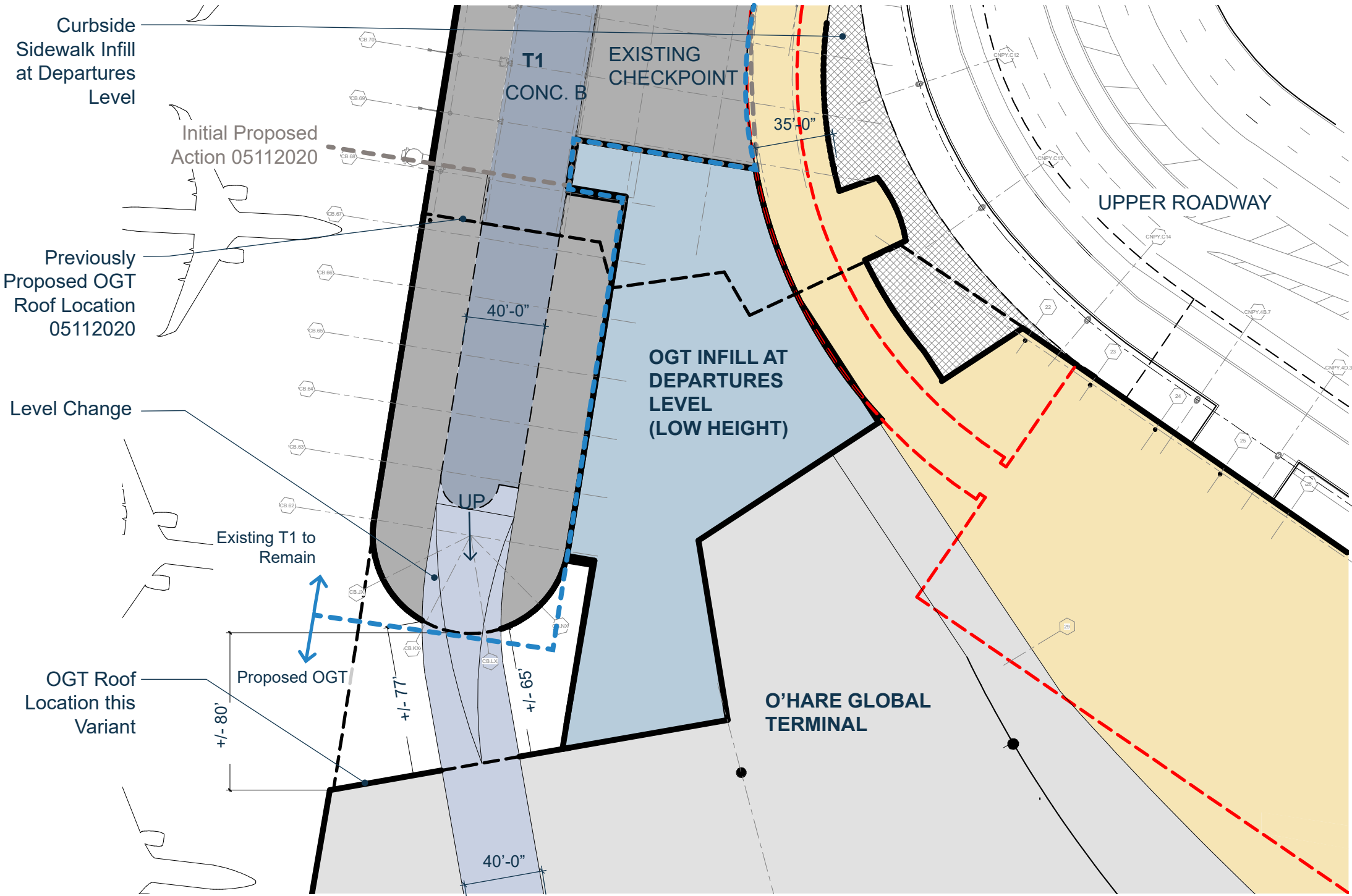


B9A, B9B, B10A, B10B, B11A, B11B, B12A, B12B

Note: Difference between variants is the heights and massing of interface components

- Key**

 - Existing Footprint to be Demolished
 - Existing Facility/Function to Remain
 - Existing Landside Circulation
- Existing Airside Circulation
 - Proposed Interface Line
 - Proposed Exterior Enclosure
 - Proposed Landside Circulation
- Proposed Airside Circulation
 - Proposed Facility
 - Proposed Curbside Infill



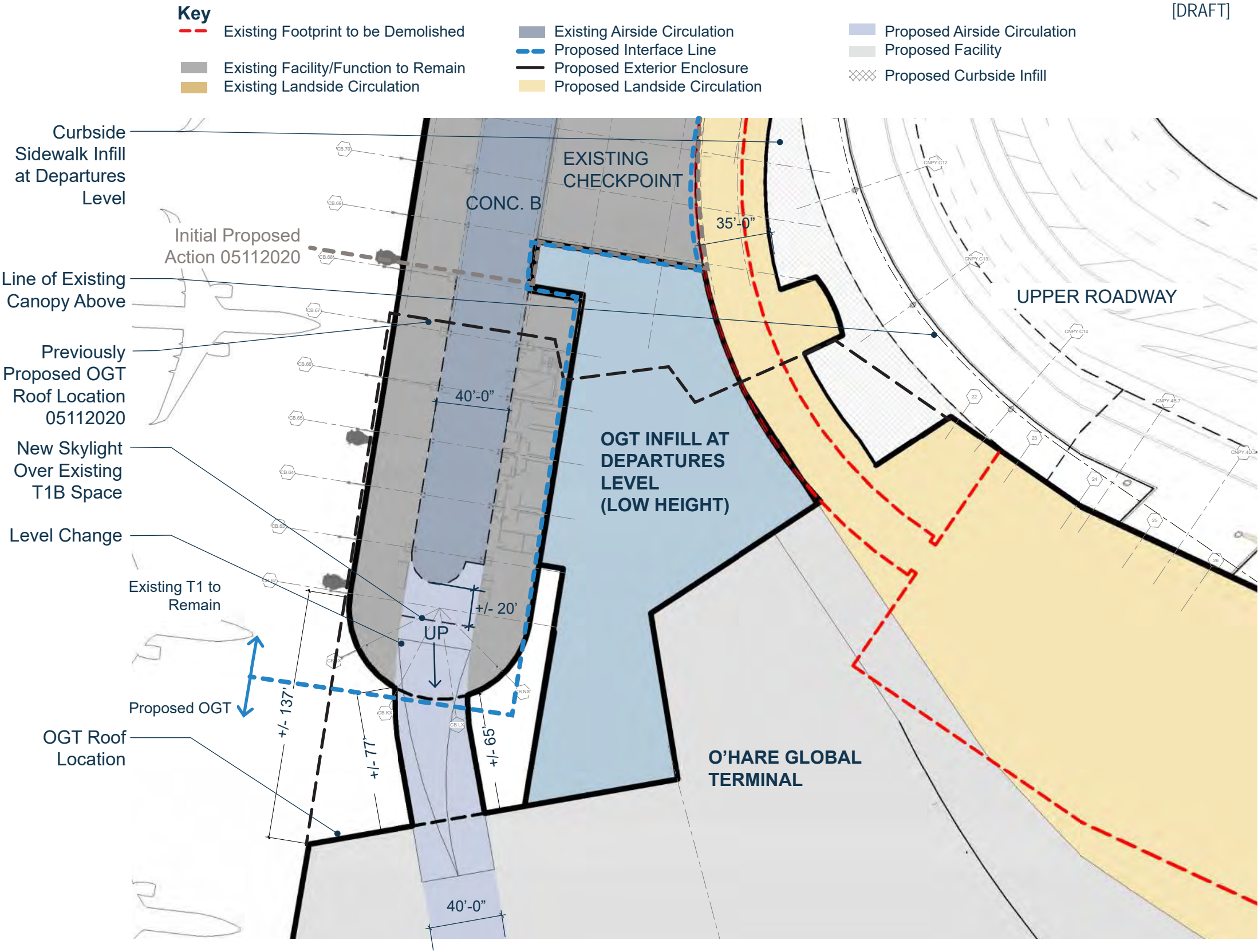
L2 / Departures / Concourse Level of T1-OGT Interface

[10]



B12C

November 2021
[DRAFT]

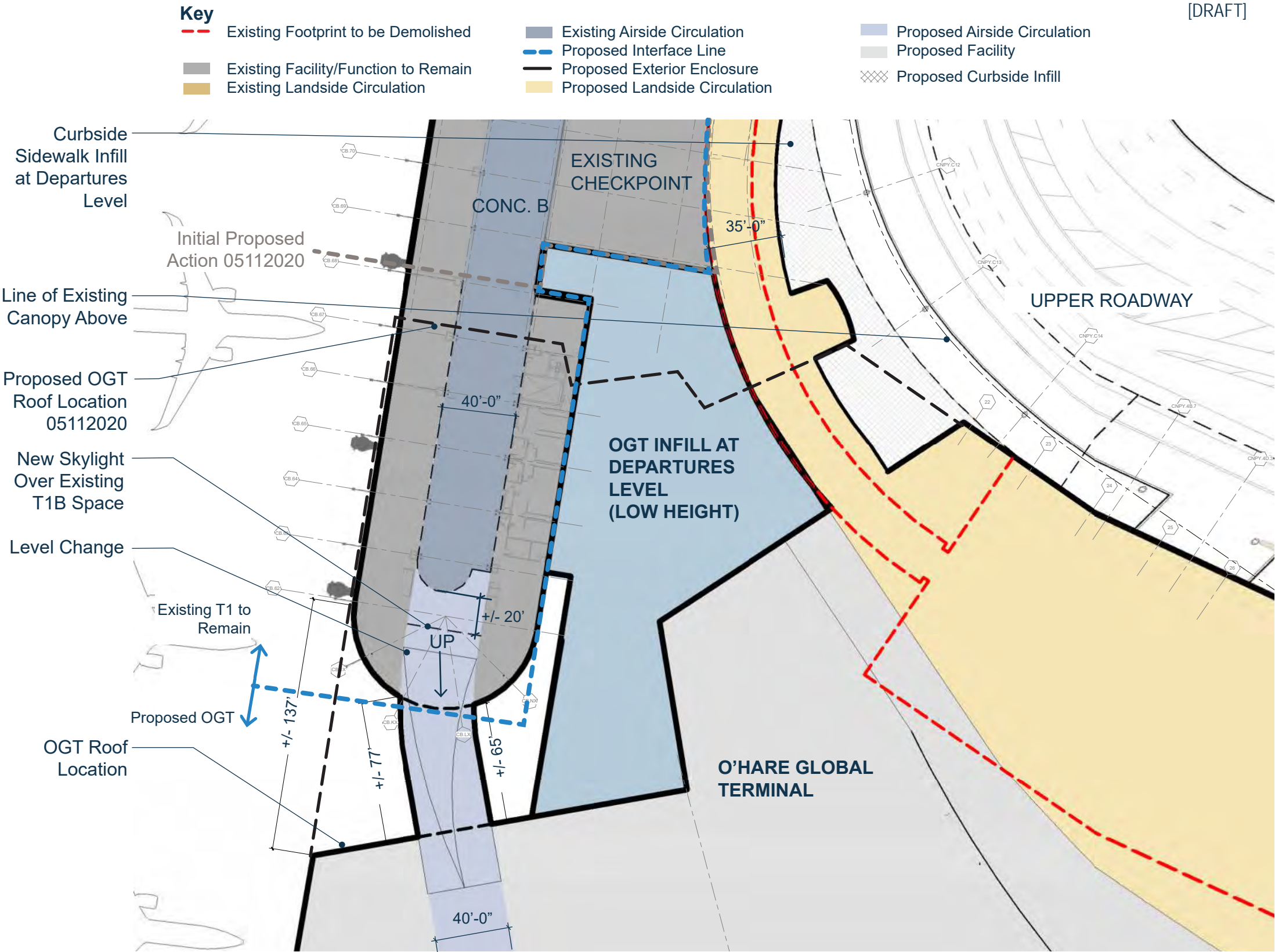


L2 / Departures / Concourse Level of T1-OGT Interface

[11]



B12D – FINAL PROPOSED ACTION



L2 / Departures / Concourse Level of T1-OGT Interface

[12]



R1 – MAXIMIZED OGT

Key

Existing Footprint to be Demolished

Existing Facility/Function to Remain

Existing Landside Circulation

Existing Airside Circulation

Proposed Interface Line

Proposed Exterior Enclosure

Proposed Landside Circulation

Proposed Airside Circulation

Proposed Facility

Proposed Curbside Infill

L2 / Departures / Concourse Level of Rotunda, OGT, and T3 Interface

[13]

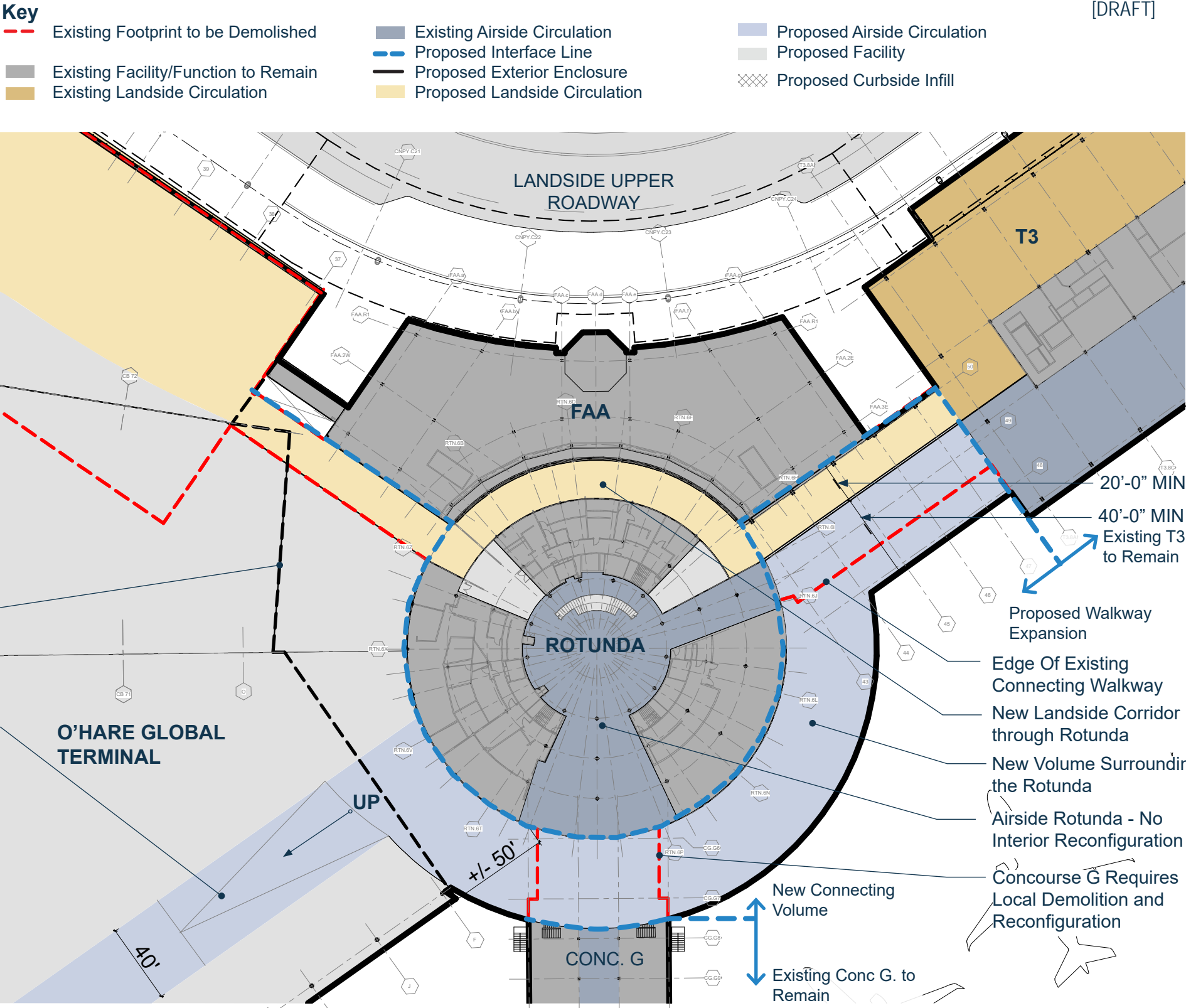
APPENDIX G

G-984

NOVEMBER 2022



R2 – CONNECTION THROUGH CONCOURSE G



L2 / Departures / Concourse Level of Rotunda, OGT, and T3 Interface



R3 — INITIAL PROPOSED ACTION

Key

Existing Footprint to be Demolished

Existing Facility/Function to Remain

Existing Landside Circulation

Existing Airside Circulation

Proposed Interface Line

Proposed Exterior Enclosure

Proposed Landside Circulation

Proposed Airside Circulation

Proposed Facility

Proposed Curbside Infill

L2 / Departures / Concourse Level of Rotunda, OGT, and T3 Interface

[15]

APPENDIX G

G-986

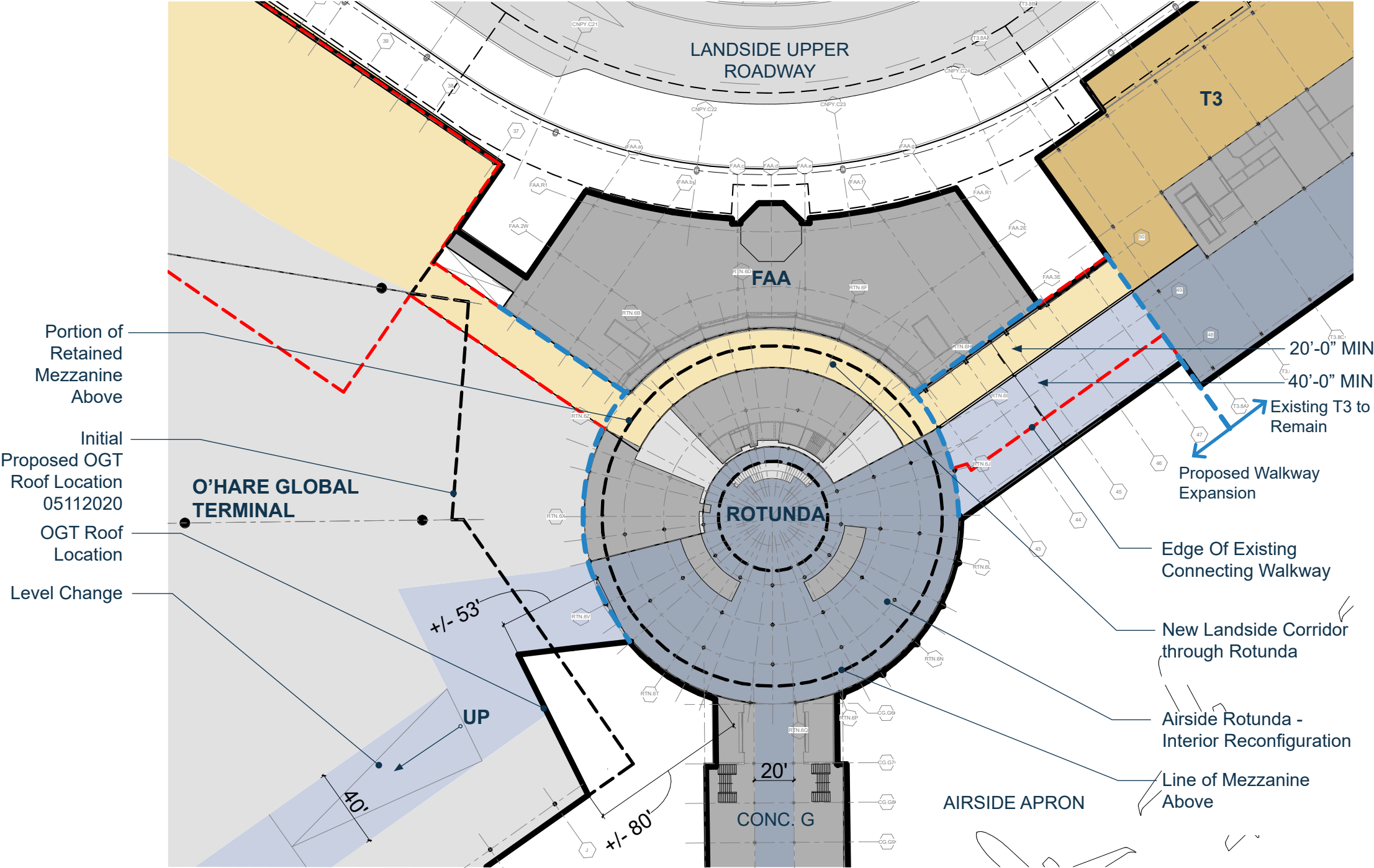
NOVEMBER 2022



R4 – INCREASED SEPARATION

- Key**

 - Existing Footprint to be Demolished
 - Existing Facility/Function to Remain
 - Existing Landside Circulation
- Existing Airside Circulation
 - Proposed Interface Line
 - Proposed Exterior Enclosure
 - Proposed Landside Circulation
- Proposed Airside Circulation
 - Proposed Facility
 - Proposed Curbside Infill



L2 / Departures / Concourse Level of Rotunda, OGT, and T3 Interface



R5 — ACCEPTABLE VARIANT

- Key
- Existing Footprint to be Demolished

Existing Facility/Function to Remain

Existing Landside Circulation

Existing Airside Circulation

Proposed Interface Line

Proposed Exterior Enclosure

Proposed Landside Circulation

Proposed Airside Circulation

Proposed Facility

Proposed Curbside Infill
-
- L2 / Departures / Concourse Level of Rotunda, OGT, and T3 Interface
- [17]
- APPENDIX G
- G-988
- NOVEMBER 2022



R5-1 — FINAL PROPOSED ACTION

- Key
- Existing Footprint to be Demolished

Existing Facility/Function to Remain

Existing Landside Circulation

Existing Airside Circulation

Proposed Interface Line

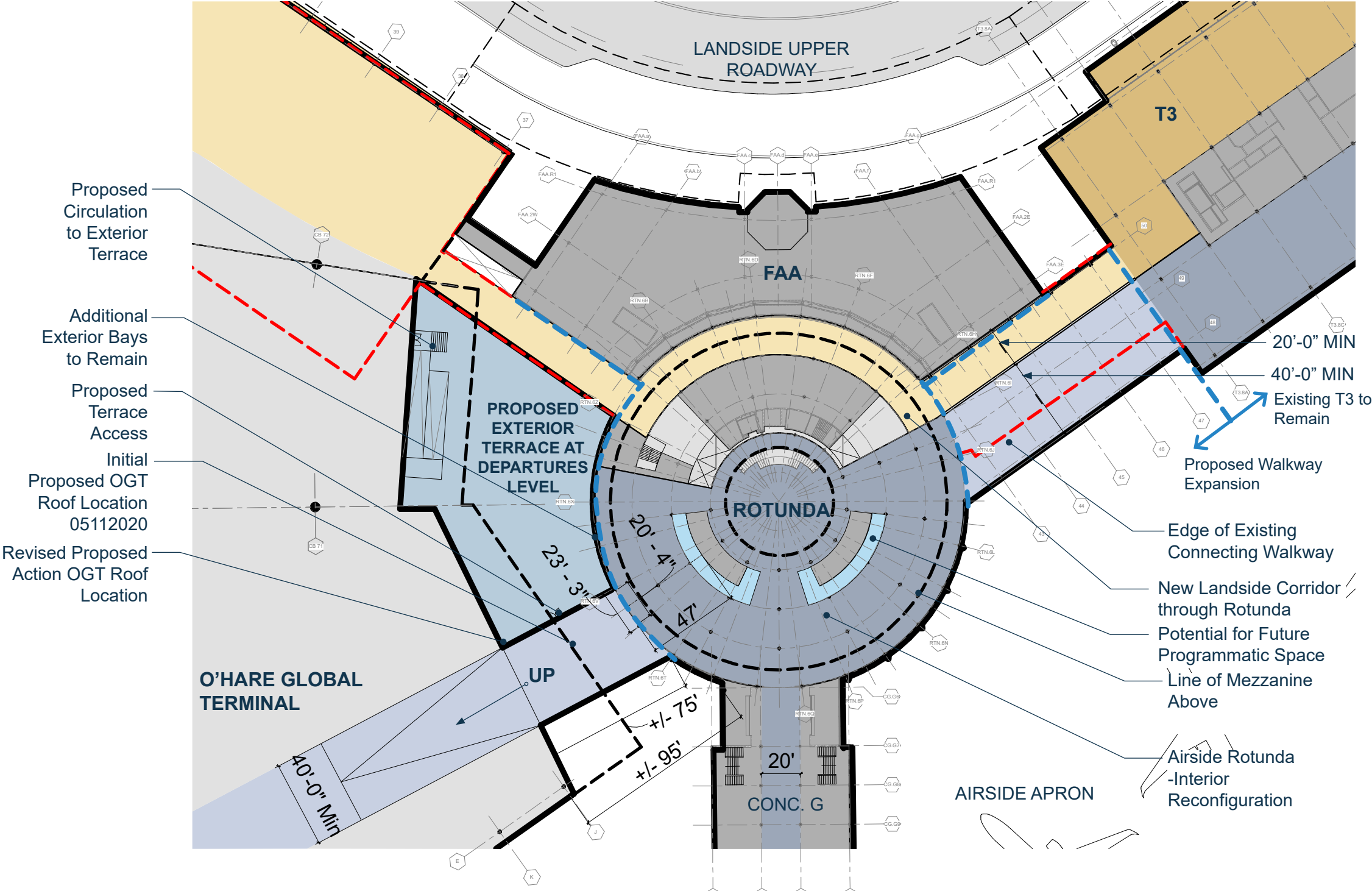
Proposed Exterior Enclosure

Proposed Landside Circulation

Proposed Airside Circulation

Proposed Facility

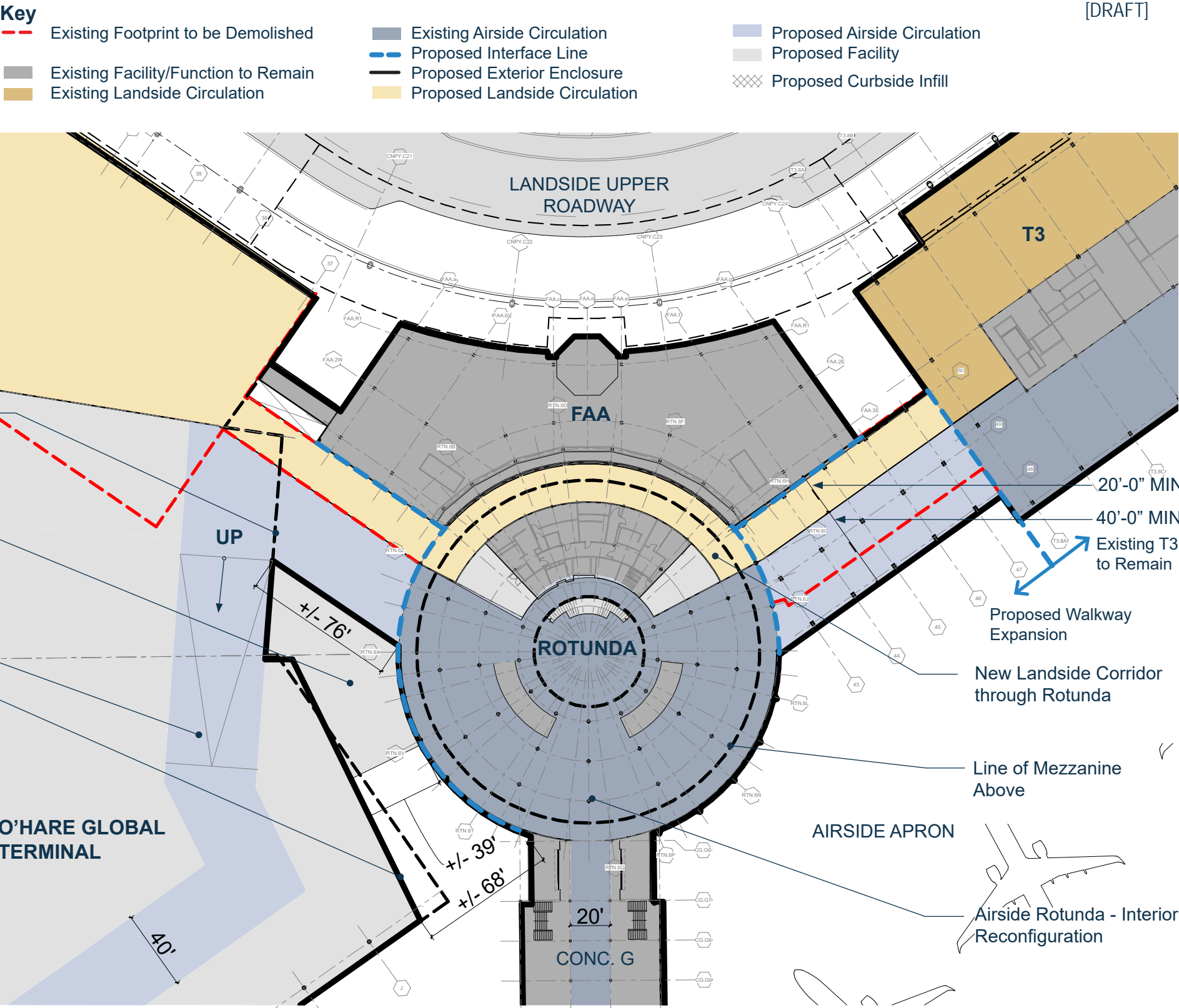
Proposed Curbside Infill



L2 / Departures / Concourse Level of Rotunda, OGT, and T3 Interface



R6 — ADJACENT LANDSIDE/AIRSIDE CONNECTION



L2 / Departures / Concourse Level of Rotunda, OGT, and T3 Interface



R7 – UNDERGROUND CONNECTION

- Key
- Existing Footprint to be Demolished

Existing Facility/Function to Remain

Existing Landside Circulation

Existing Airside Circulation

Proposed Interface Line

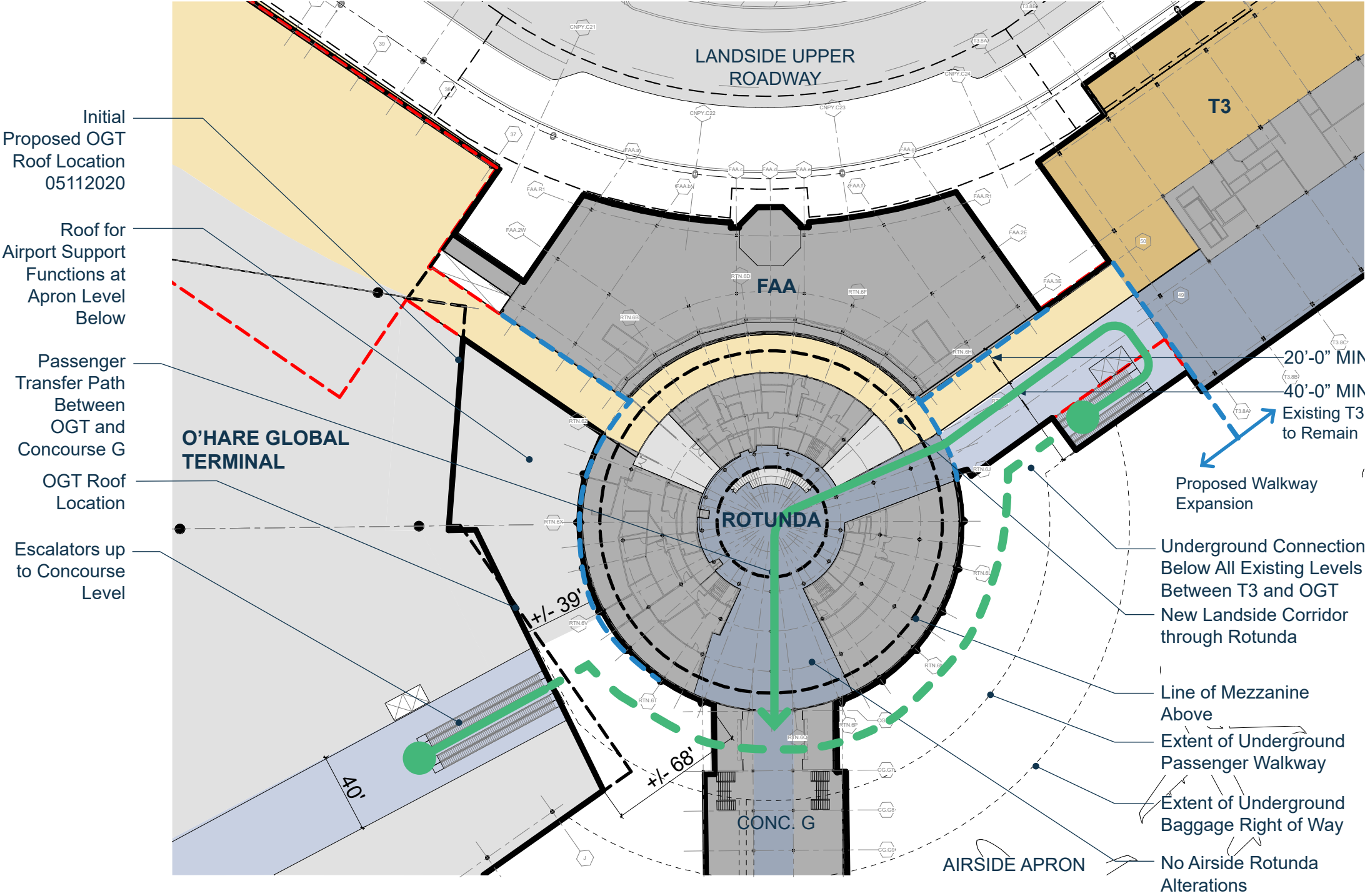
Proposed Exterior Enclosure

Proposed Landside Circulation

Proposed Airside Circulation

Proposed Facility

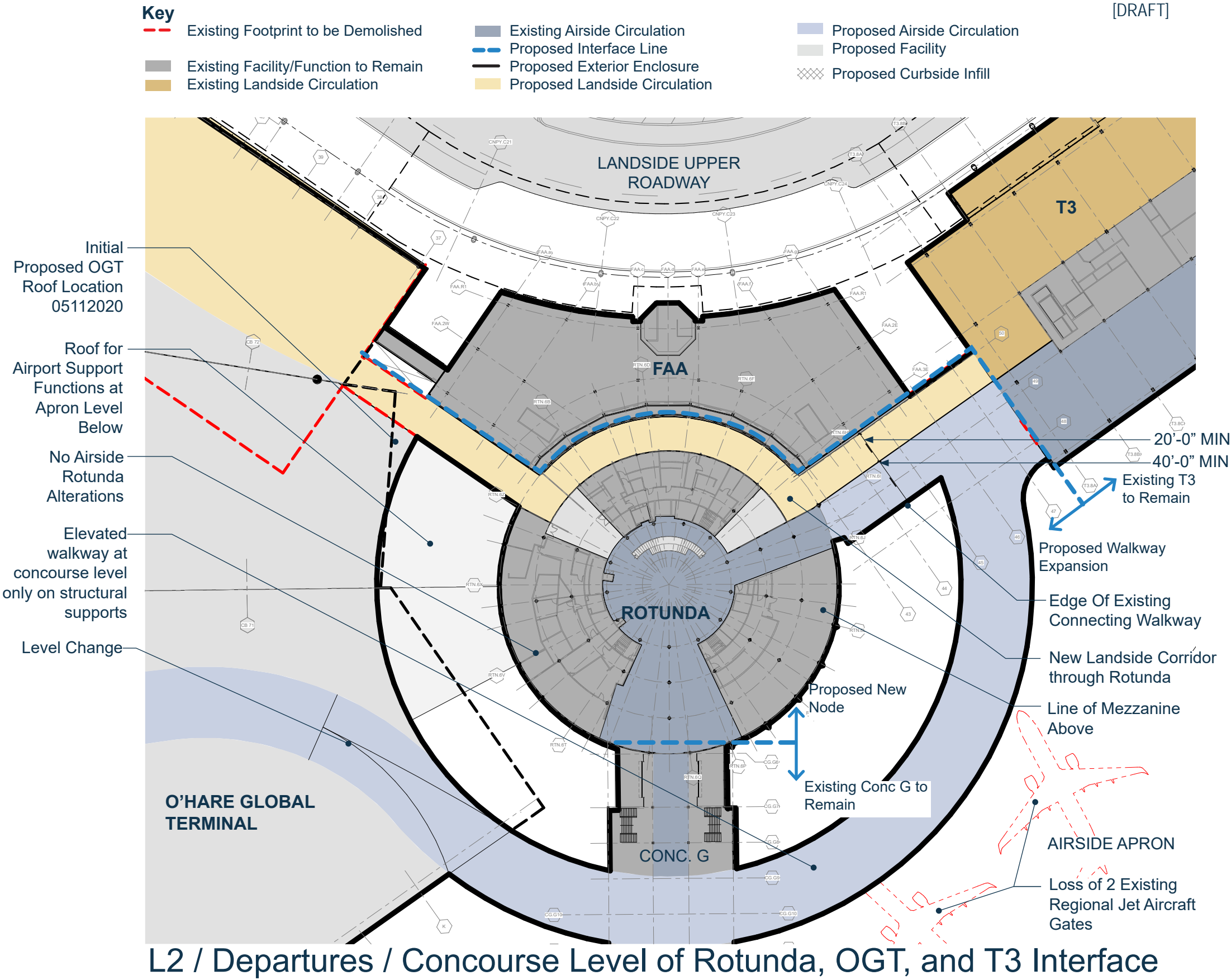
Proposed Curbside Infill



L2 / Departures / Concourse Level of Rotunda, OGT, and T3 Interface



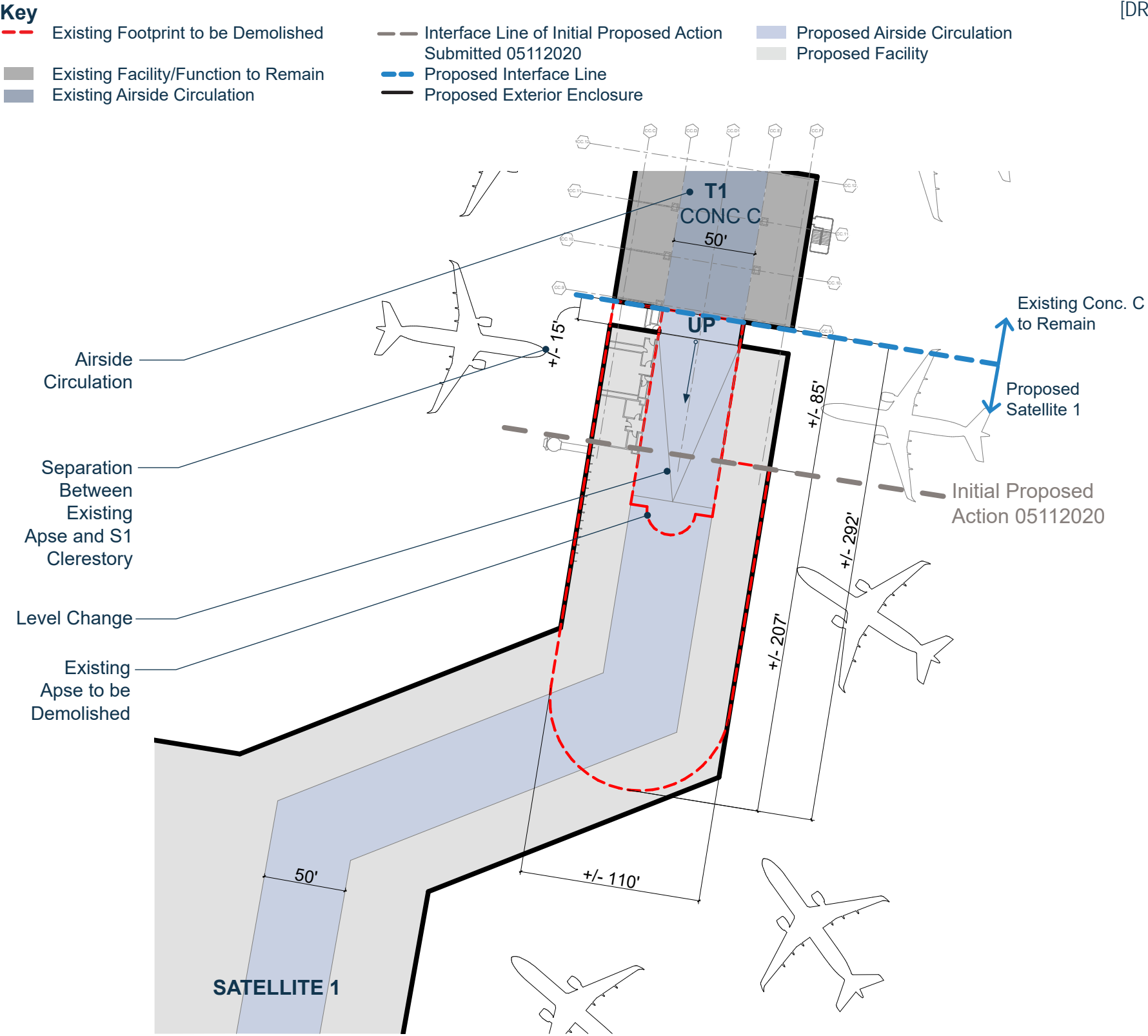
RX — ANNULAR CONCEPT



L2 / Departures / Concourse Level of Rotunda, OGT, and T3 Interface



C1 — MAXIMIZED S1



L2 / Departures / Concourse Level of T1 Concourse C-S1 Interface



C2 — INITIAL PROPOSED ACTION

Key

- Existing Footprint to be Demolished

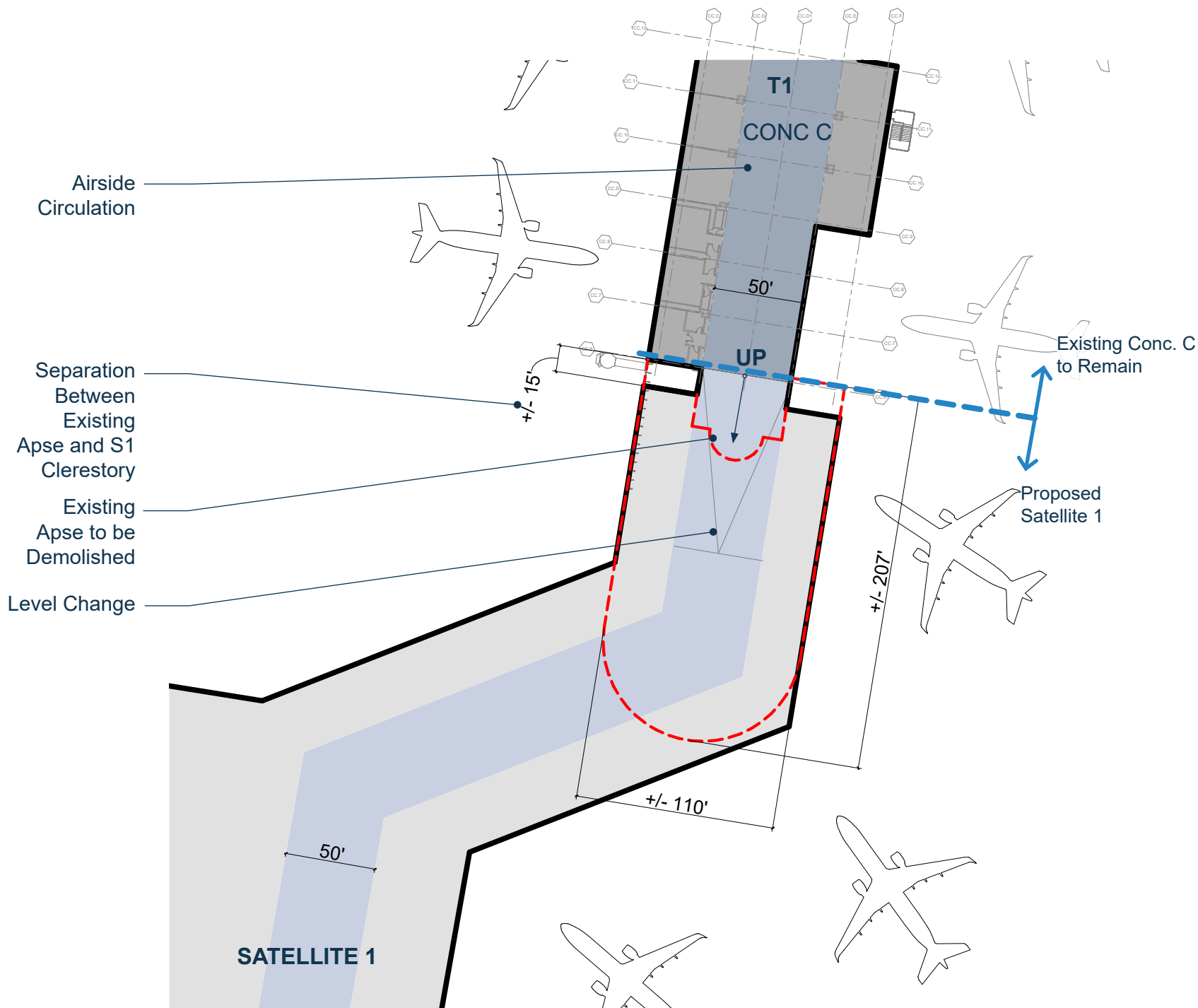
Existing Facility/Function to Remain

Existing Airside Circulation
- Interface Line of Initial Proposed Action Submitted 05112020

Proposed Interface Line

Proposed Exterior Enclosure
- Proposed Airside Circulation

Proposed Facility



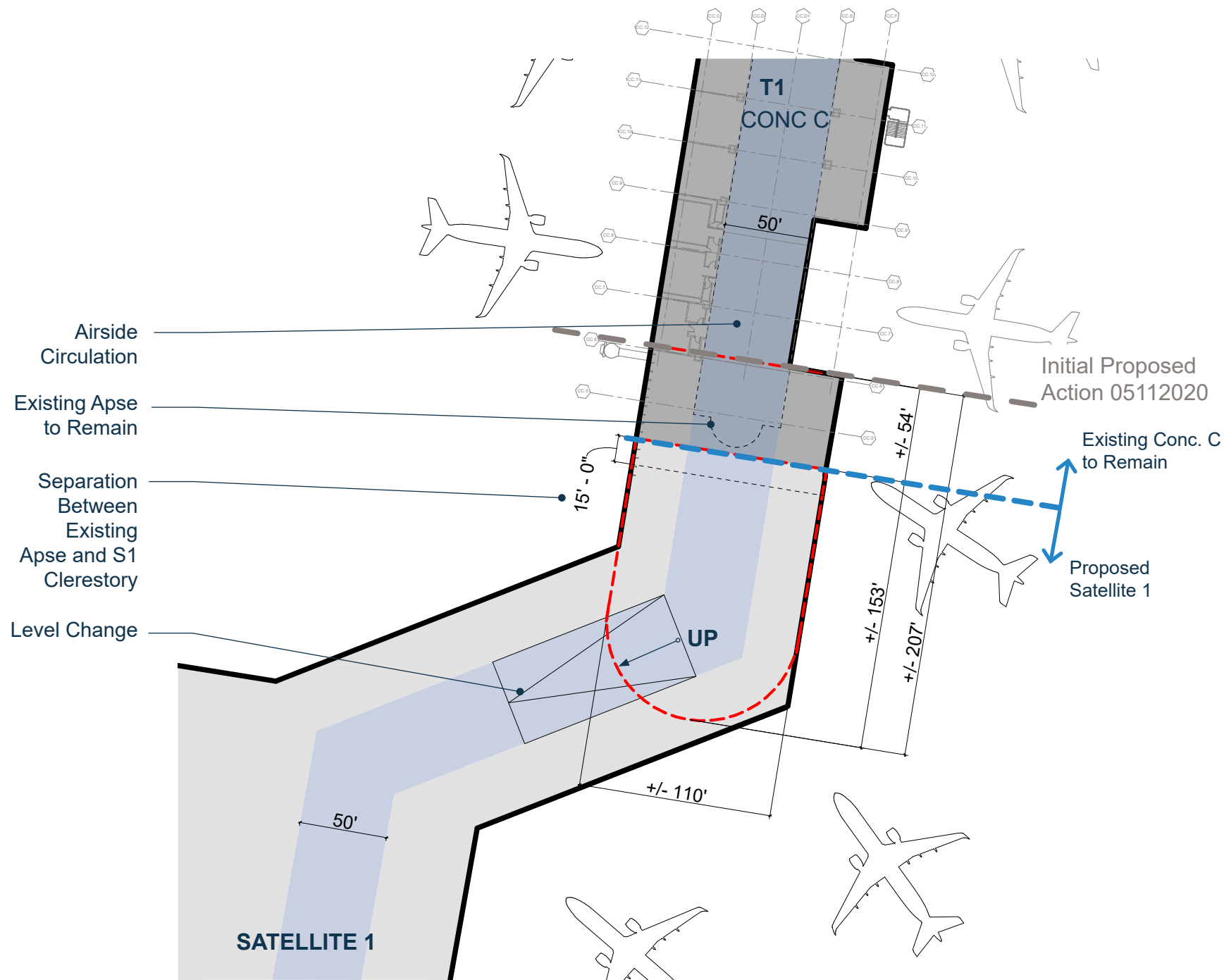
L2 / Departures / Concourse Level of T1 Concourse C-S1 Interface



C3 — REVISED PROPOSED ACTION

- Key**

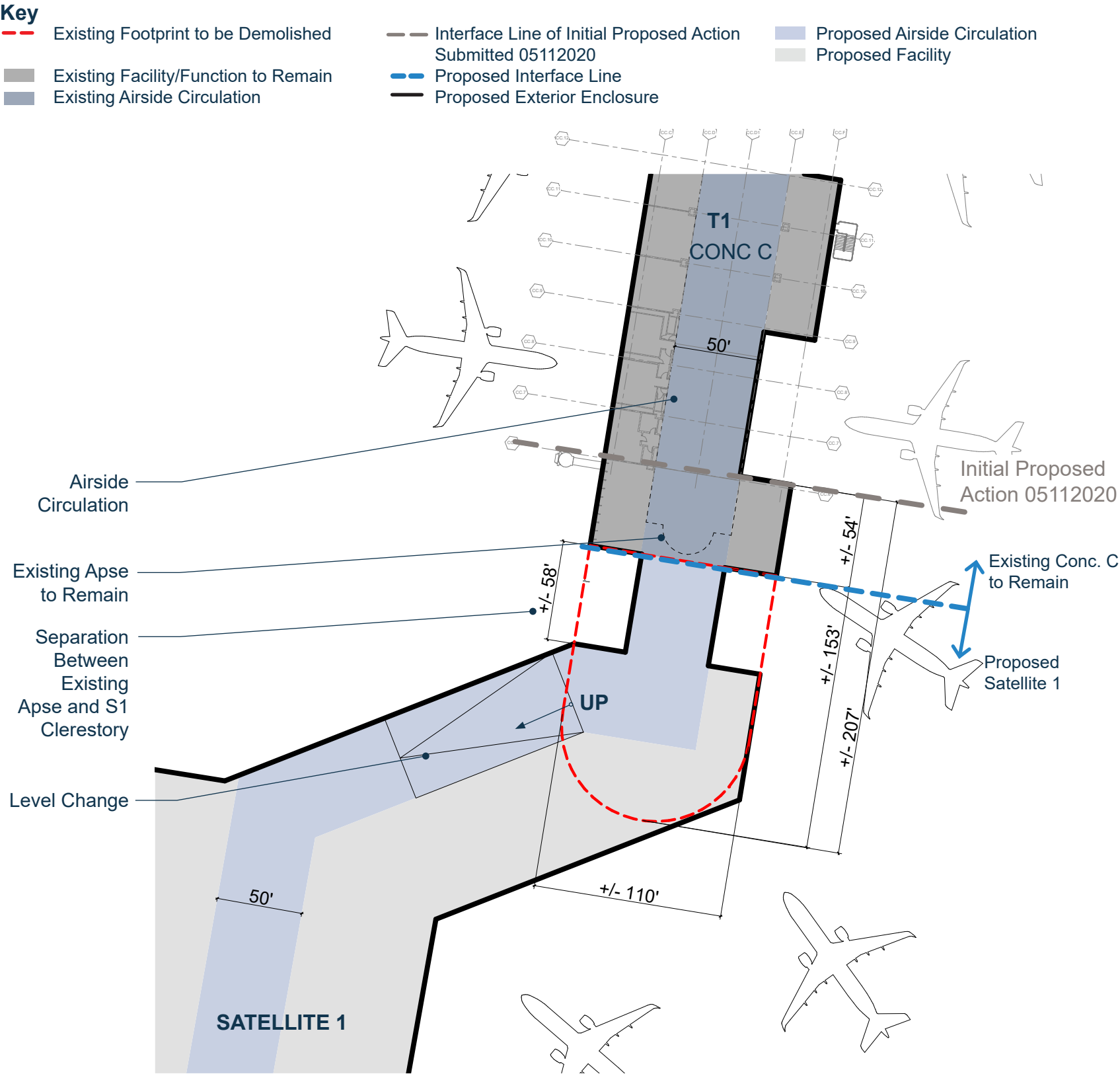
 - Existing Footprint to be Demolished
 - Existing Facility/Function to Remain
 - Existing Airside Circulation
- Interface Line of Initial Proposed Action Submitted 05112020
 - Proposed Interface Line
 - Proposed Exterior Enclosure
- Proposed Airside Circulation
 - Proposed Facility



L2 / Departures / Concourse Level of T1 Concourse C-S1 Interface



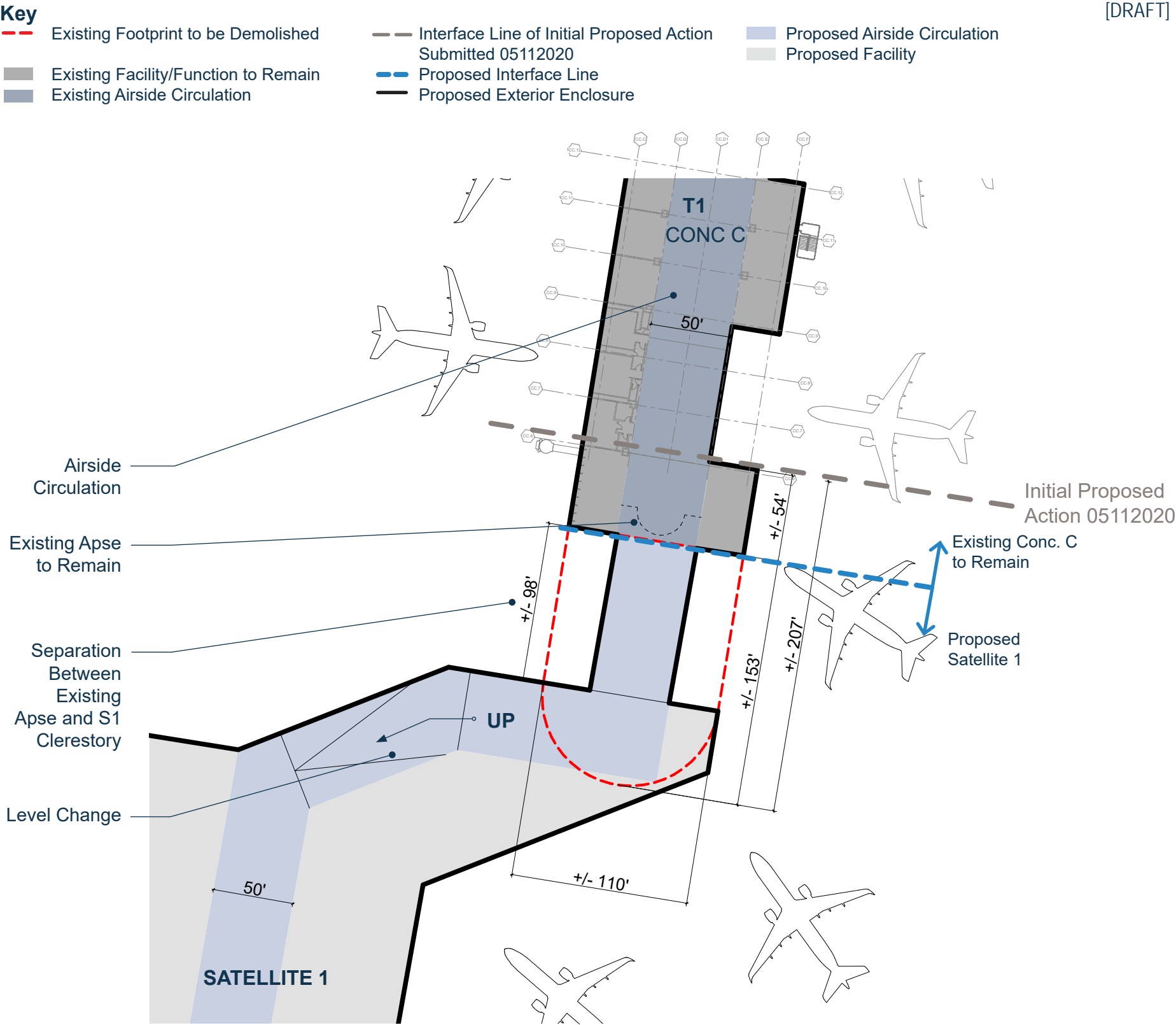
C4 – EXTENDED TRANSITION



L2 / Departures / Concourse Level of T1 Concourse C-S1 Interface



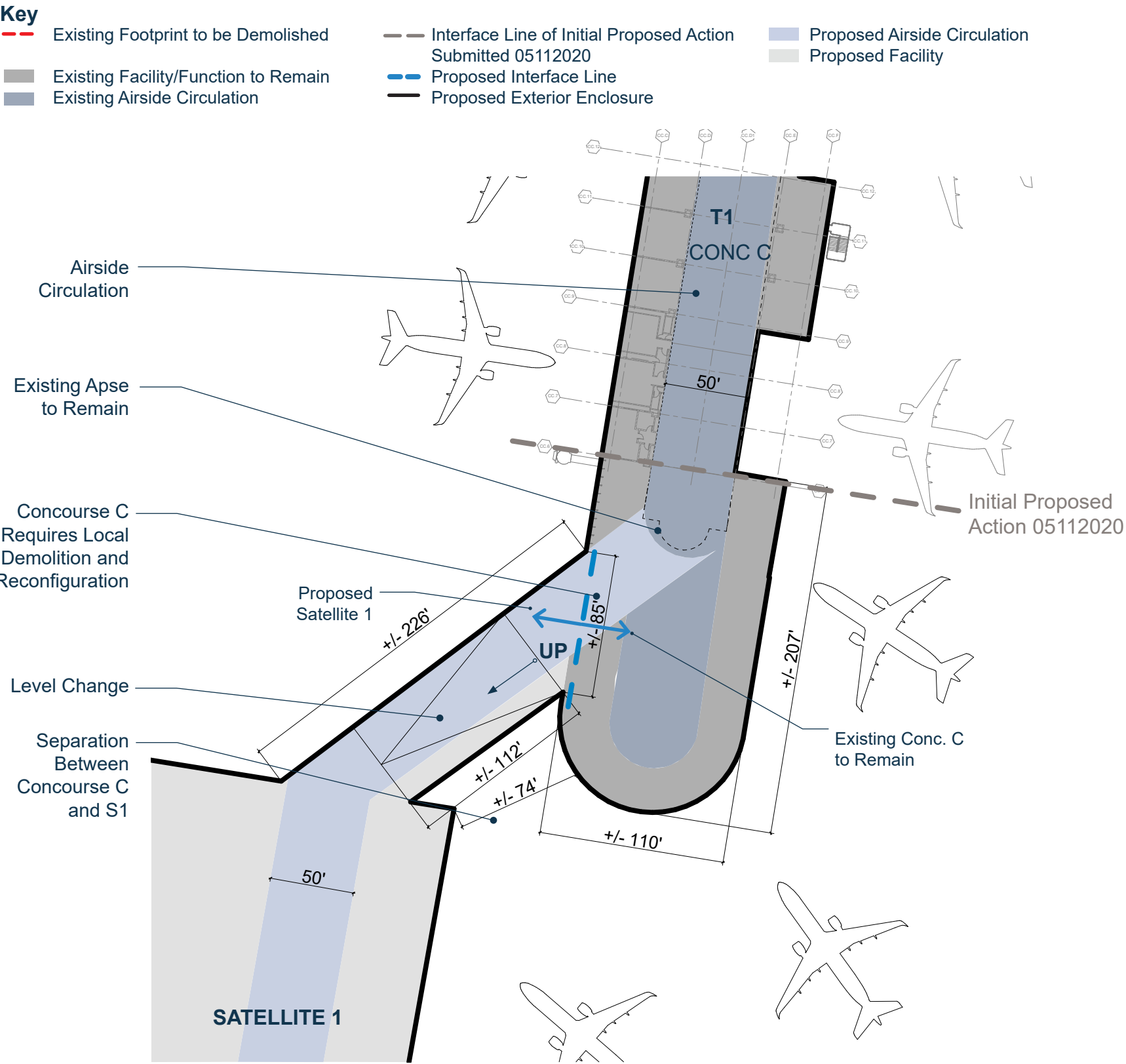
C5 — FURTHER EXTENDED TRANSITION



L2 / Departures / Concourse Level of T1 Concourse C-S1 Interface



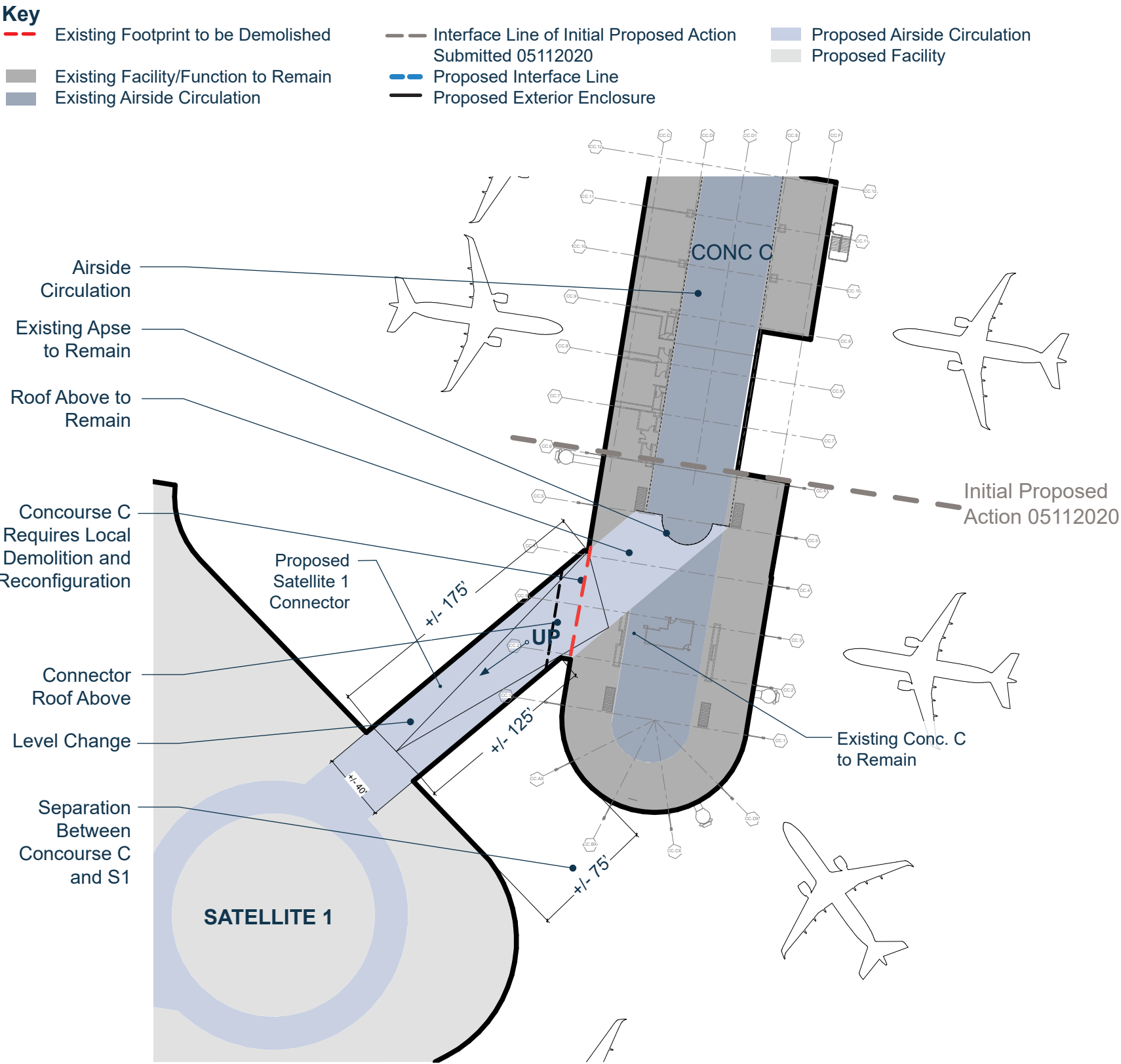
C6 — SIDE CONNECTION



L2 / Departures / Concourse Level of T1 Concourse C-S1 Interface



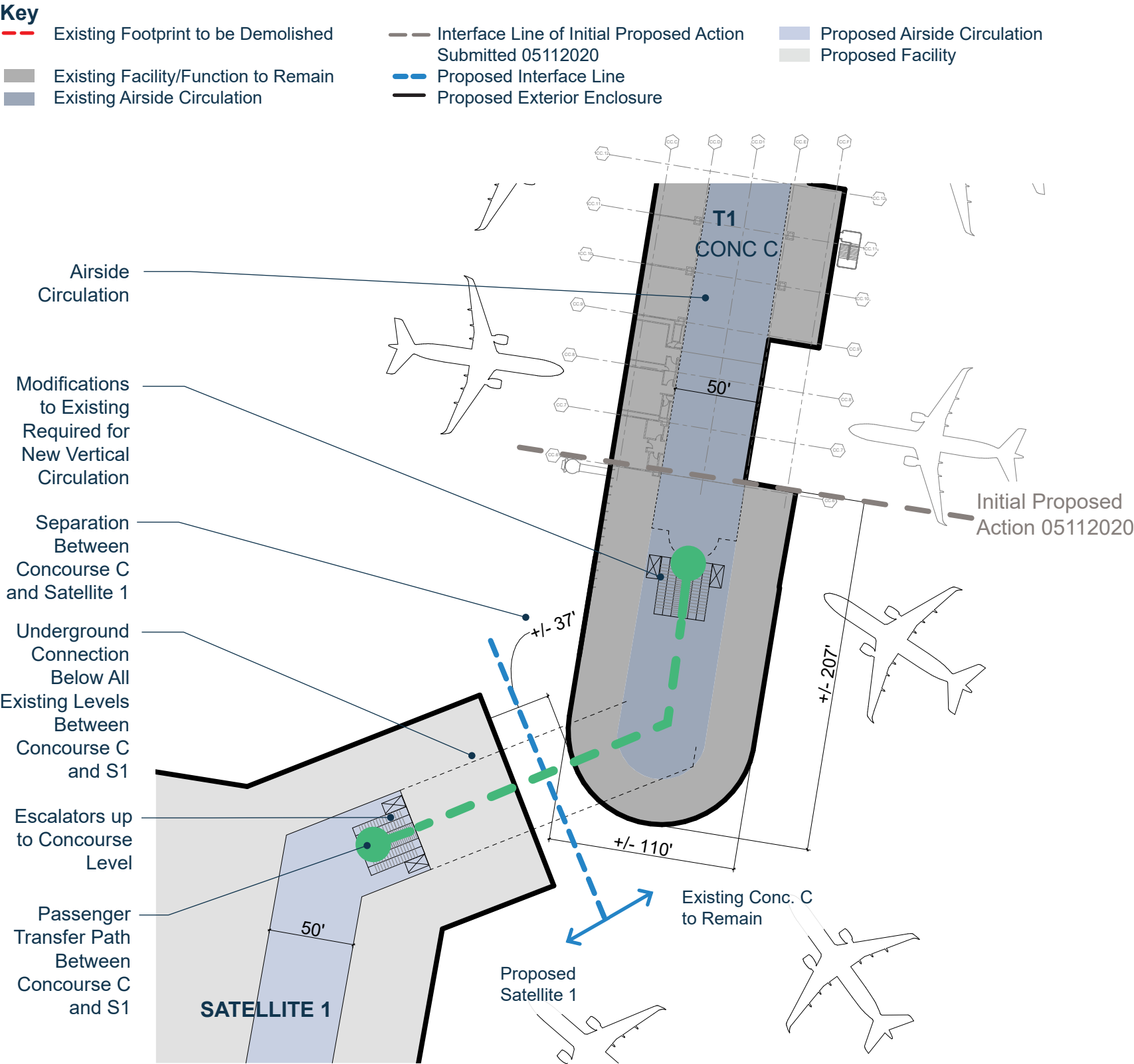
C6 MODIFIED — FINAL PROPOSED ACTION



L2 / Departures / Concourse Level of T1 Concourse C-S1 Interface



C7 — UNDERGROUND CONNECTION



L2 / Departures / Concourse Level of T1 Concourse C-S1 Interface



**Federal Aviation
Administration**

Section 106 Consulting Party Meeting #2

Chicago O'Hare International Airport
Terminal Area Plan and Air Traffic
Procedures Environmental Assessment

December 13, 2021

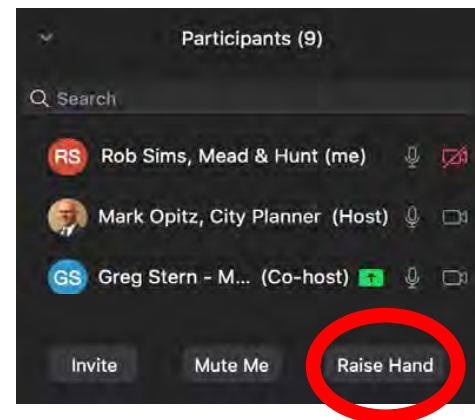
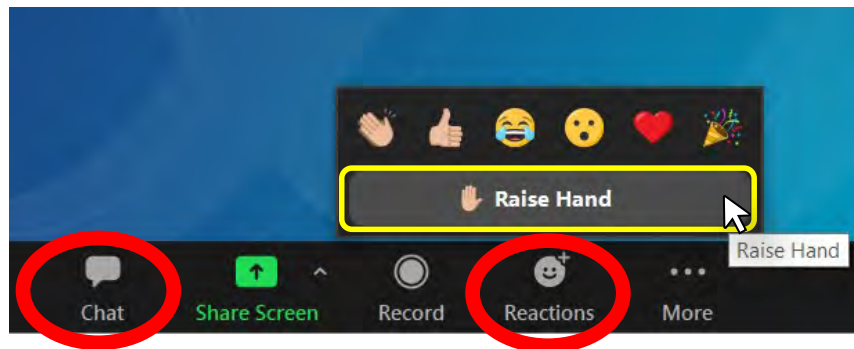


- **Please update your screen name**
 - Use “Your Name/Organization Name”
- **Attendees will be muted during the presentation**
- **We have scheduled breaks in the presentation to ask questions**
- **This meeting is being recorded**



Q&A Logistics

- We will read and address questions from the Chat.
- You can also use the Raise Hand function to ask a question. This is typically found under Reactions (near Chat) at the bottom of the screen. Alternately, you may need to go to the Participants tab or click on your name.



Q&A Logistics

- **If using audio via phone:**
 - Press *9 to raise your hand
 - Once you are recognized by the moderator, press *6 to unmute yourself
- **Participants will be called upon in the order hands were raised. Once you are called upon by the moderator, state your full name and organization and ask your question.**
- **Any questions not answered today will be responded to in writing.**



Introductions

- **Project Team Members**
 - FAA, HMMH, Mead & Hunt, Purpose Brand
- **Presenters**
 - Missi Shumer– Meeting Moderator, Purpose Brand
 - Amy Hanson – Environmental Assessment Lead, FAA
 - Amy Squitieri & Christina Slattery –
Section 106 Consultant Leads, Mead & Hunt



Introductions

- **Section 106 Participants – Agencies**
 - Chicago Department of Aviation (CDA) – project sponsor
 - Federal Aviation Administration (FAA) – lead federal agency responsible for taking into account effects on historic properties
 - Illinois State Historic Preservation Office (SHPO) – advises federal agencies on Section 106 compliance in Illinois
 - Advisory Council on Historic Preservation – is informed of the project and has chosen not to participate unless adverse effects are determined



Introductions

- **Section 106 Participants – Confirmed Consulting Parties**
 - United Airlines
 - American Airlines
 - Jacobsen Daniels
 - DOCOMOMO Chicago
 - Landmarks Illinois
 - Preservation Chicago
 - The Chicago Women in Architecture Foundation
 - Potawatomi-Prairie Band of Potawatomi Nation



Agenda

- **Meeting #1 Recap**
- **Assess Effects to Historic Properties**
- **Avoidance/Minimization**
- **Proposed Action and Preliminary Findings**
- **Section 106 Next Steps**
- **Input from Consulting Parties/Q&A**



Meeting #1 Recap

- **Initiated Section 106 process**
- **Identified historic properties**
 - Off-airport local sites
 - Terminal 1
 - CDA Control Tower
 - Rotunda

Consult



Meeting #1 Recap

- **Role of Consulting Parties**
 - Consulting party status entitles the participant to share views, receive information, offer ideas and consider possible solutions.
- **Step 4 – not anticipated**
- **Meeting minutes and Q&A from Meeting #1 distributed**

Consult



Assess Effects to Historic Properties

- **Applying the Criteria of Effect:**
 - Alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register.
- **Preliminary determination of no effect to off-airport historic properties**

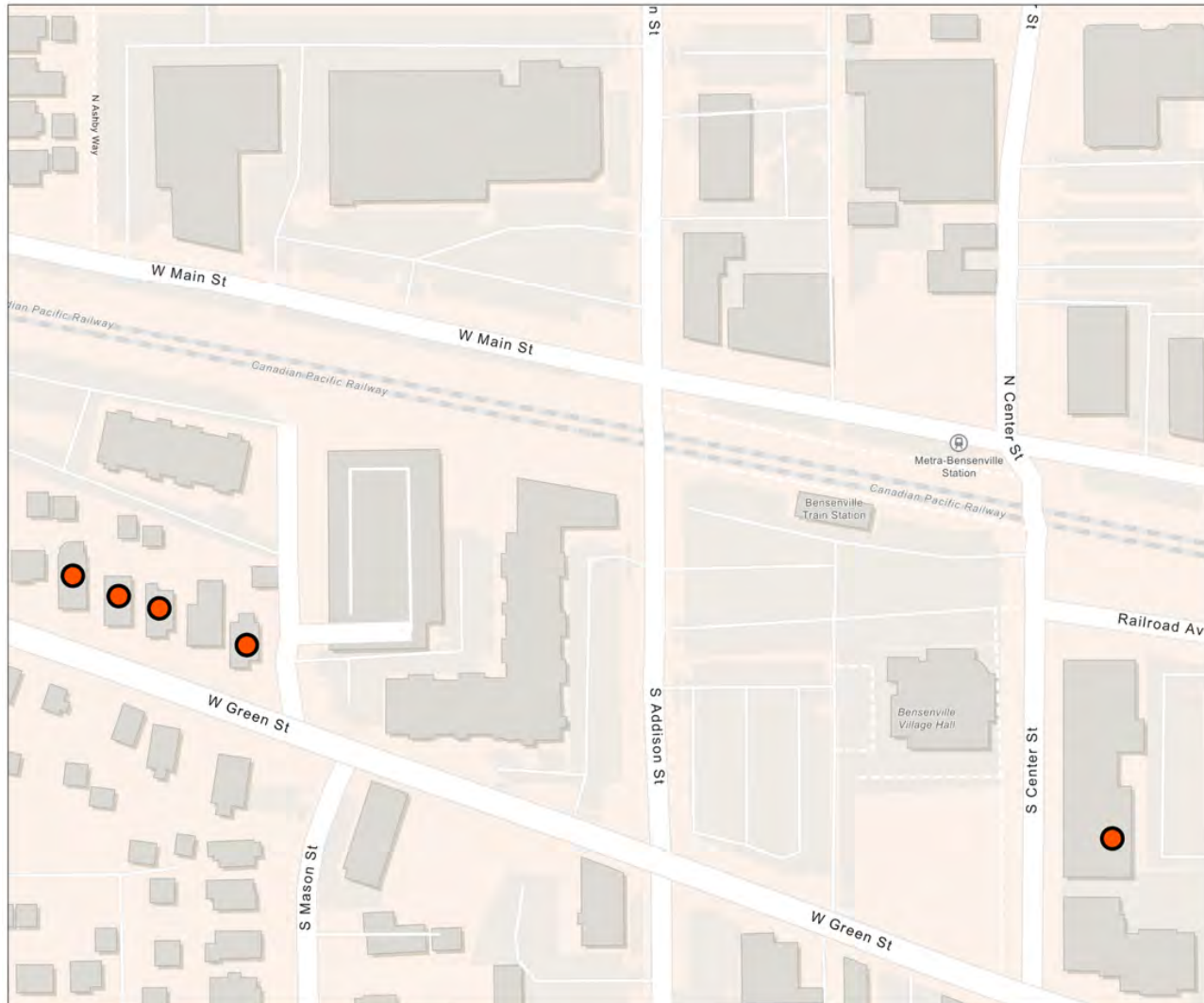


Assess Effects to Historic Properties

- **Preliminary Determinations for Off-airport Historic Properties**
 - Locally designated sites
 - Reviewed potential noise impacts
 - Residences previously received sound insulation
 - Bensenville Theater/commercial block – no effect since property uses are compatible per FAA noise compatibility guidelines
 - Itasca Church – no effect to the property from the change in noise exposure
 - Preliminary finding of no effect



Assess Effects to Historic Properties



Chicago O'Hare
International Airport

O'Hare 21 Terminal Area Plan Off-Airport Area of Potential Effect – Bensenville Detail

Legend

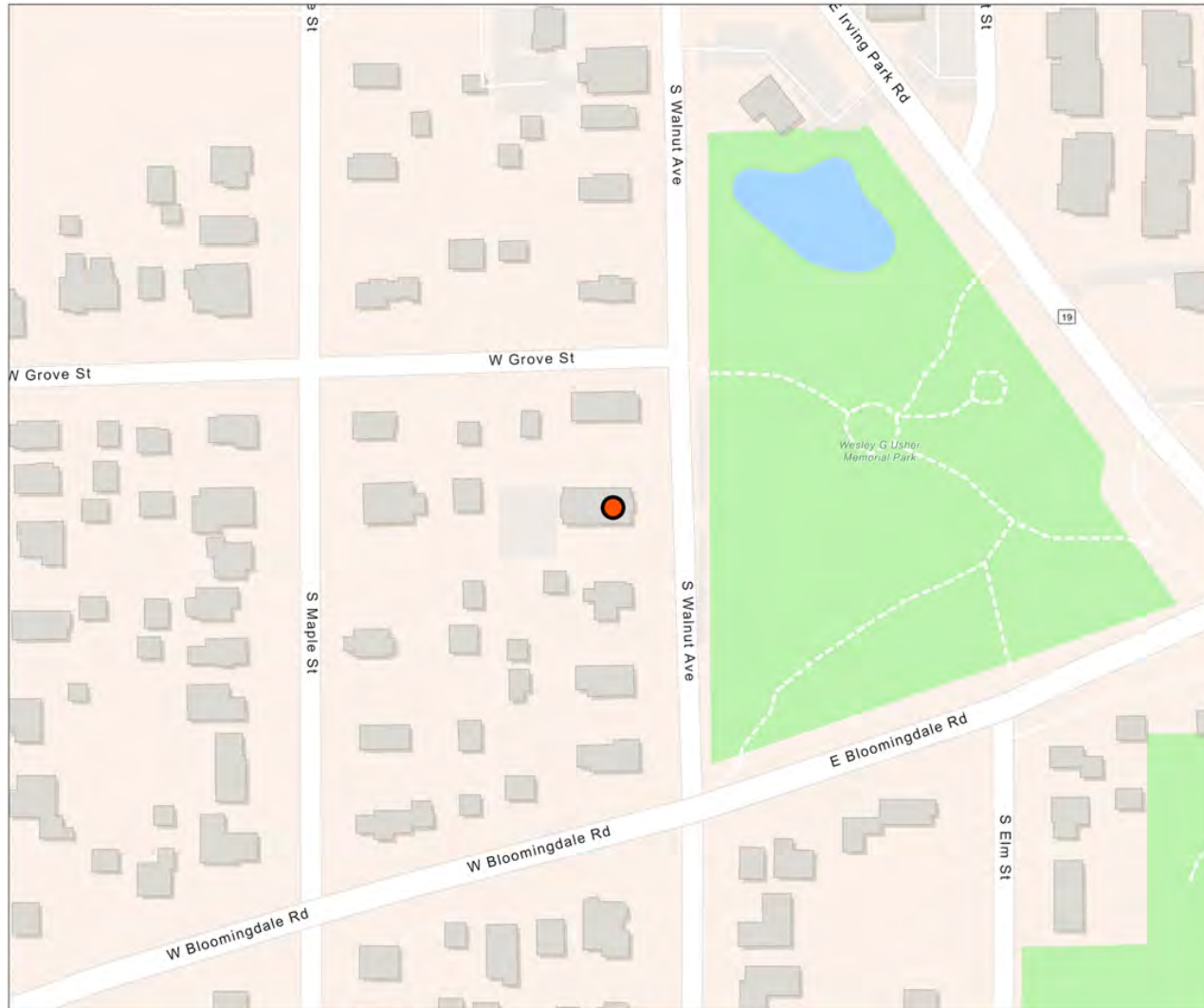


Locally Important Site in
Bensenville

301 W. Green St. – residence (sound insulated)
309 W. Green St. – residence (sound insulated)
313 W. Green St. – residence (sound insulated)
317 W. Green St. – residence (sound insulated)

9-23 S. Center Street – commercial property





Chicago O'Hare
International Airport

O'Hare 21 Terminal Area Plan Off-Airport Area of Potential Effect - Itasca Detail

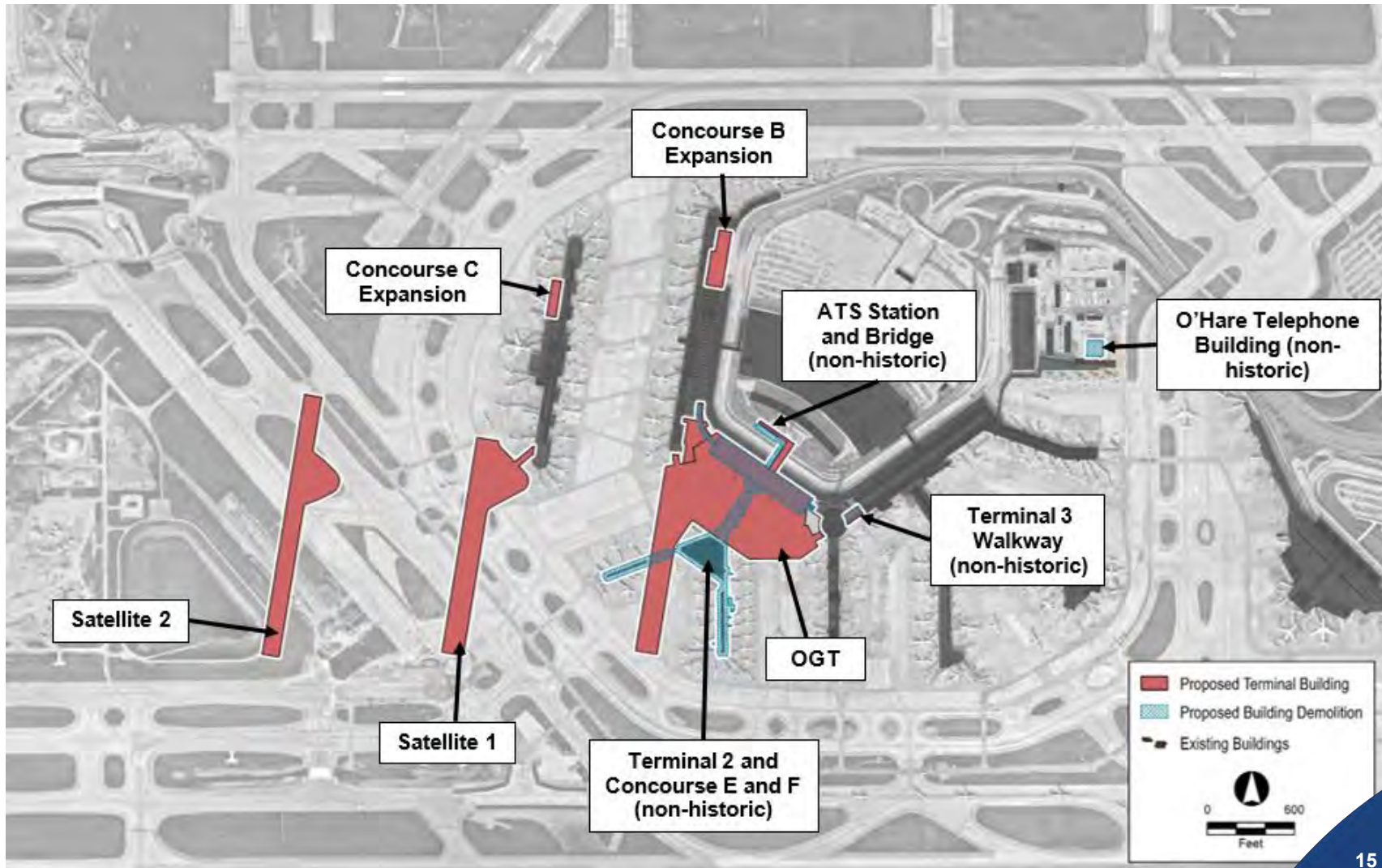
Legend



Locally Important Site in Itasca

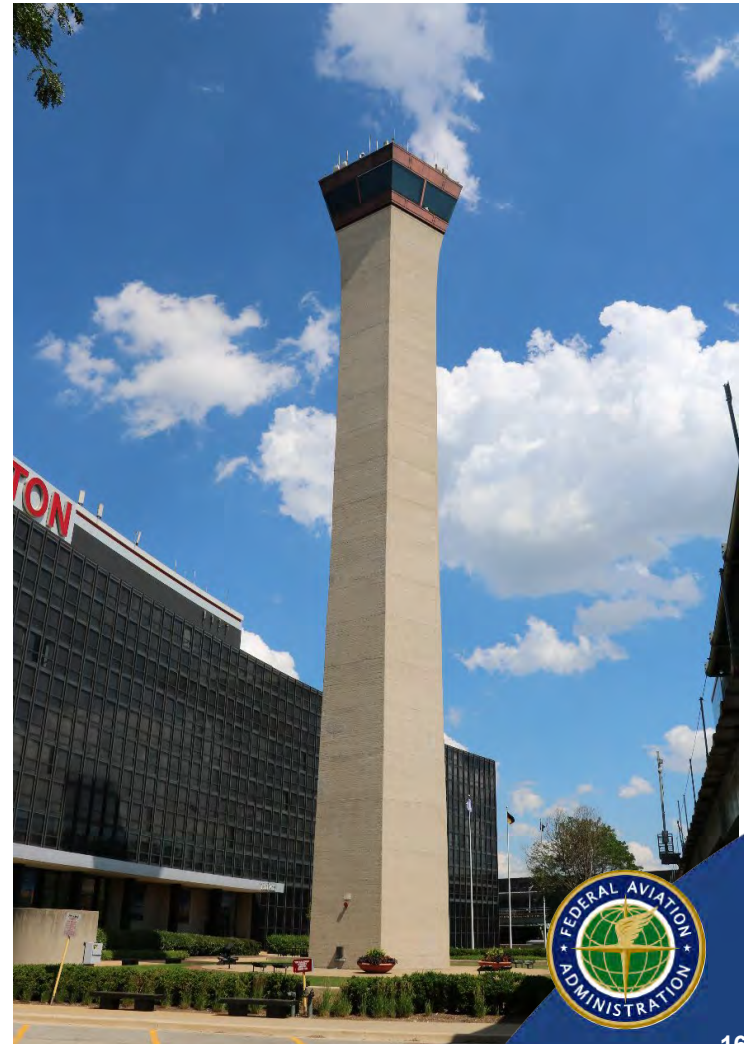
210 S Walnut Ave--Itasca Baptist Church





Assess Effects to Historic Properties

- **Three on-airport properties determined eligible**
 - CDA Tower
 - Terminal 1
 - Rotunda
- **Preliminary finding of no effect on CDA Tower**



Questions on Preliminary Finding of No Effect for Off- Airport Properties and CDA Tower



Assess Effects to Historic Properties

- **Apply Criteria of Adverse Effect:**
 - An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register.
 - Consider examples of Adverse Effect
 - Apply Secretary of the Interior's Standards
- **Coordinate with NEPA Process and Section 4(f)**



Examples of Adverse Effect

- **Applicable to proposed project:**
 - (i) Physical destruction of or damage to all or part of the property*
 - (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines*

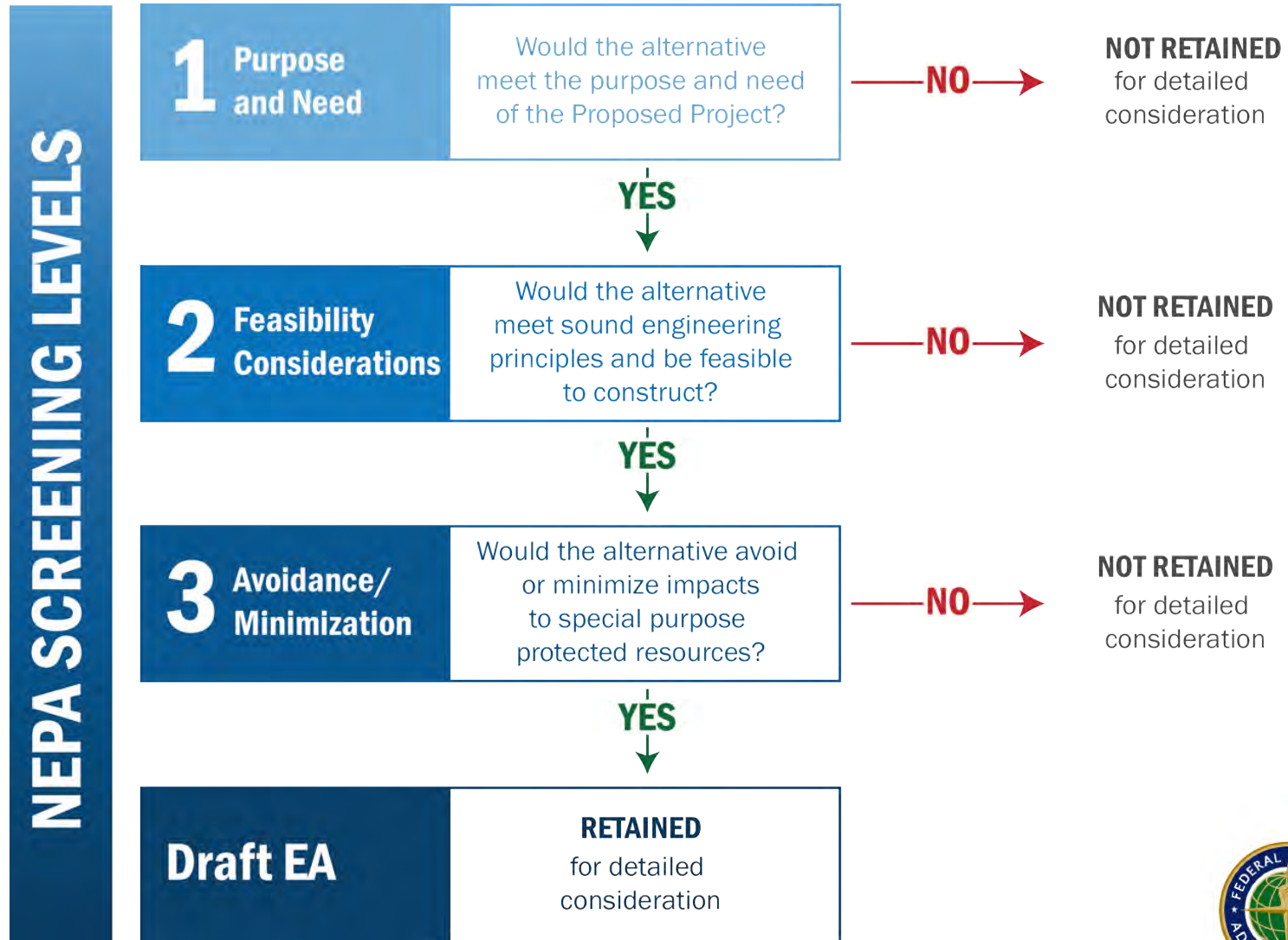


Secretary's Standards for Rehabilitation

See handout for full text.

1. Continue use for historic purpose
2. Respect historic character
3. Do not create a false historical appearance
4. Retain & preserve historic alterations
5. Preserve distinctive features, finishes and construction techniques
6. Replacement features match historic features
7. No damaging chemical & physical treatments
8. Protect & preserve cultural resources affected by project
9. New additions shall not destroy historic materials. Differentiate new work from old – new should be compatible in size, scale & features
10. New additions should be reversible





Avoidance/Minimization

- **To avoid or minimize adverse effects, variants of the original proposed action were developed and reviewed:**
 - Nineteen variants were reviewed for the interface of Terminal 1 Concourse B with the OGT.
 - Nine variants were reviewed for the interface of Terminal 1 Concourse C with Satellite 1.
 - Nine variants were reviewed for the interface of the Rotunda with the OGT.



Avoidance/Minimization

- Each variant was reviewed in NEPA Screening Process to determine if the variant would avoid or minimize adverse effect under Section 106.
- If variant would avoid or minimize adverse effect, then the variant was reviewed to see if it meets the project purpose and need.
- Supplemental PDF packet summarizes the analysis and provides plan view of each variant.



Proposed Action

- **Proposed Action for Terminal 1**
 - Interface of Concourse B and O'Hare Global Terminal (OGT)
 - Interface of Concourse C and Satellite 1
 - Northeast End Expansion of Concourse B
 - North End Expansion of Concourse C
- **Proposed Action for Rotunda**



Proposed Action – Terminal 1

Existing character-defining features:

- Expansive and integrated vaulted glass curtain wall spaces
- Steel structural system, primarily visible on the interior of the building



Location for Concourse B Interface with OGT



Concourse B Interface with OGT

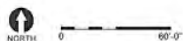
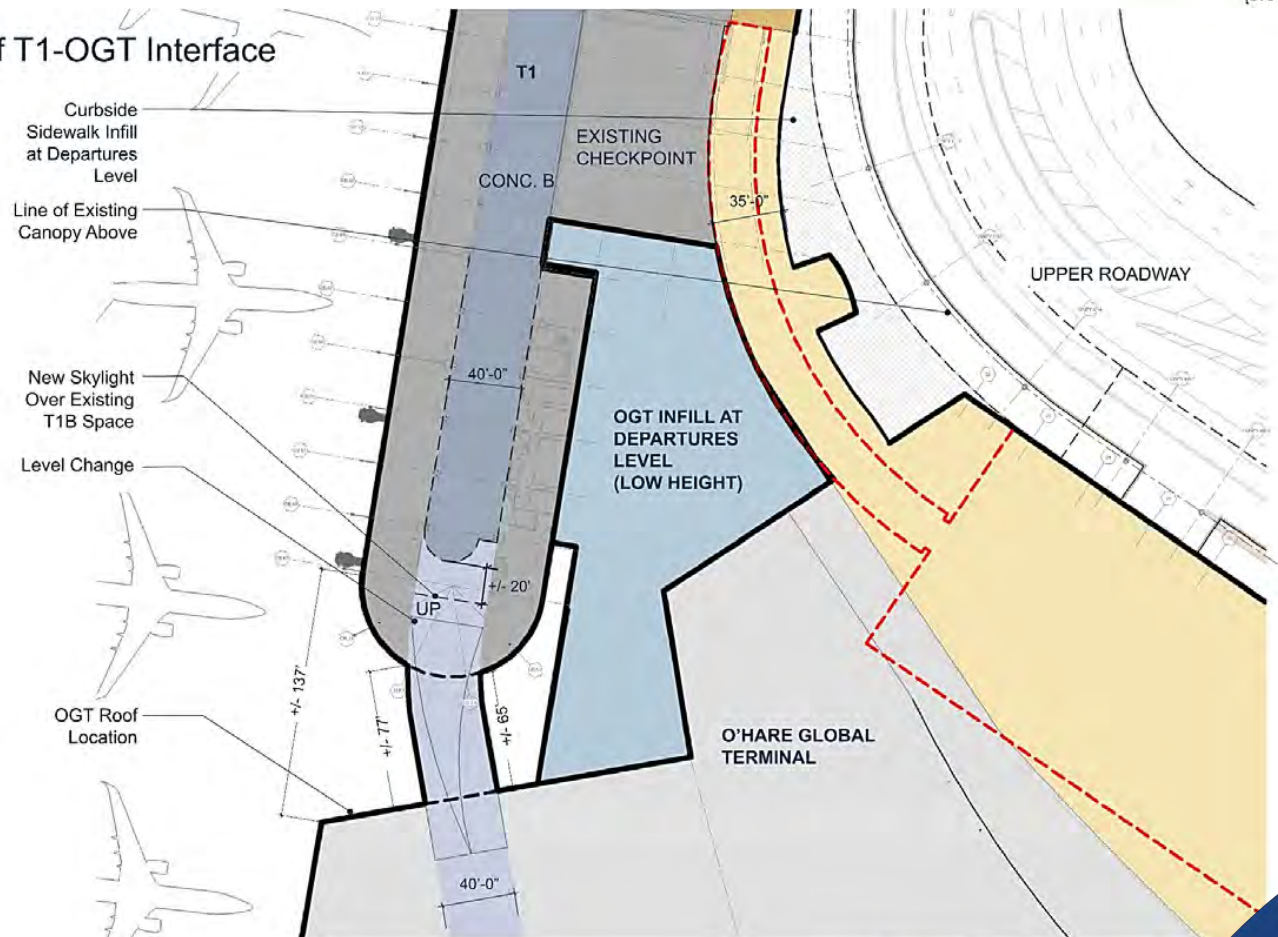


November 2021
[DRAFT]

Upper/Departures Level of T1-OGT Interface

Key

- Existing Footprint to be Demolished
- Existing Facility/Function to Remain
- Existing Landside Circulation
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Landside Circulation
- Proposed Airside Circulation
- Proposed Facility
- Proposed Curbside Infill



Proposed Upper/Departures Level Plan

27

Concourse B Interface with OGT

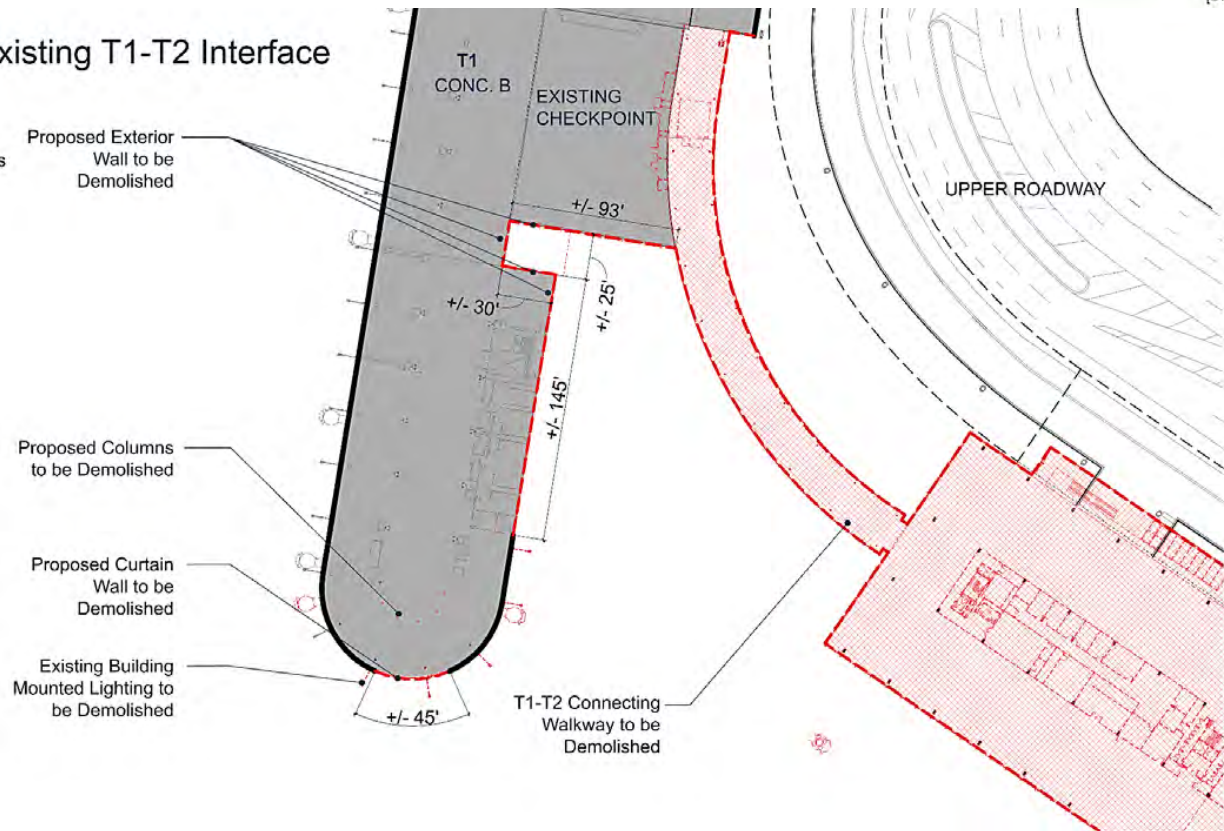


November 2021
[DRAFT]

Upper/Departures Level of Existing T1-T2 Interface

Key

- Proposed Demolished Facility Structure/Floors
- Proposed Demolished Walls/Partitions
- Existing Facility to Remain



0 60'-0"

Concourse B Interface with OGT



November 2021

[DRAFT]

T1 Concourse B - OGT

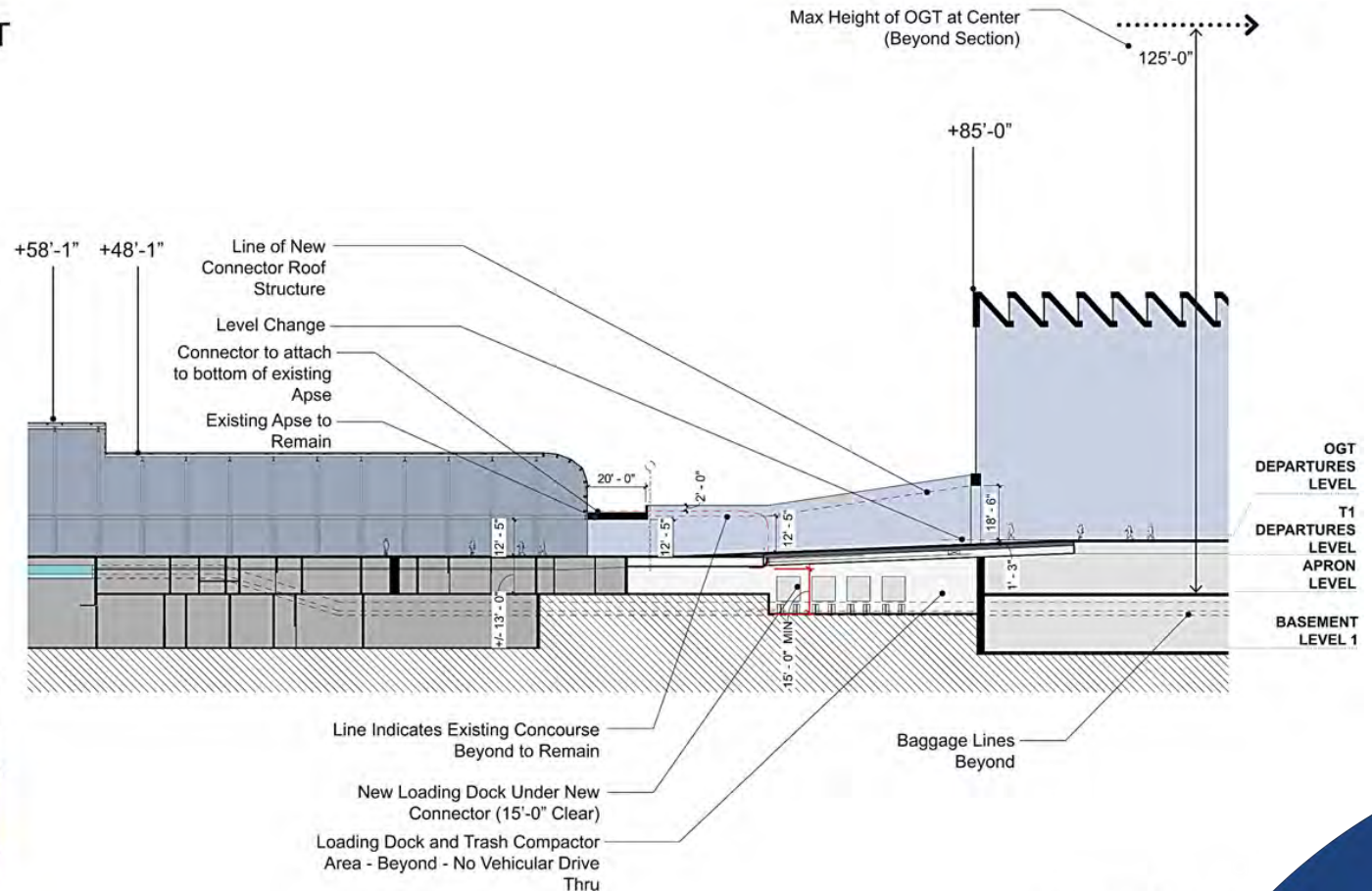
Key

- Existing Facility to Remain
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Facility
- Proposed Airside Circulation
- Proposed Baggage Conveyor
- Proposed Conveyor Clearance

Key Plan



0 30'-0"



Proposed Section View

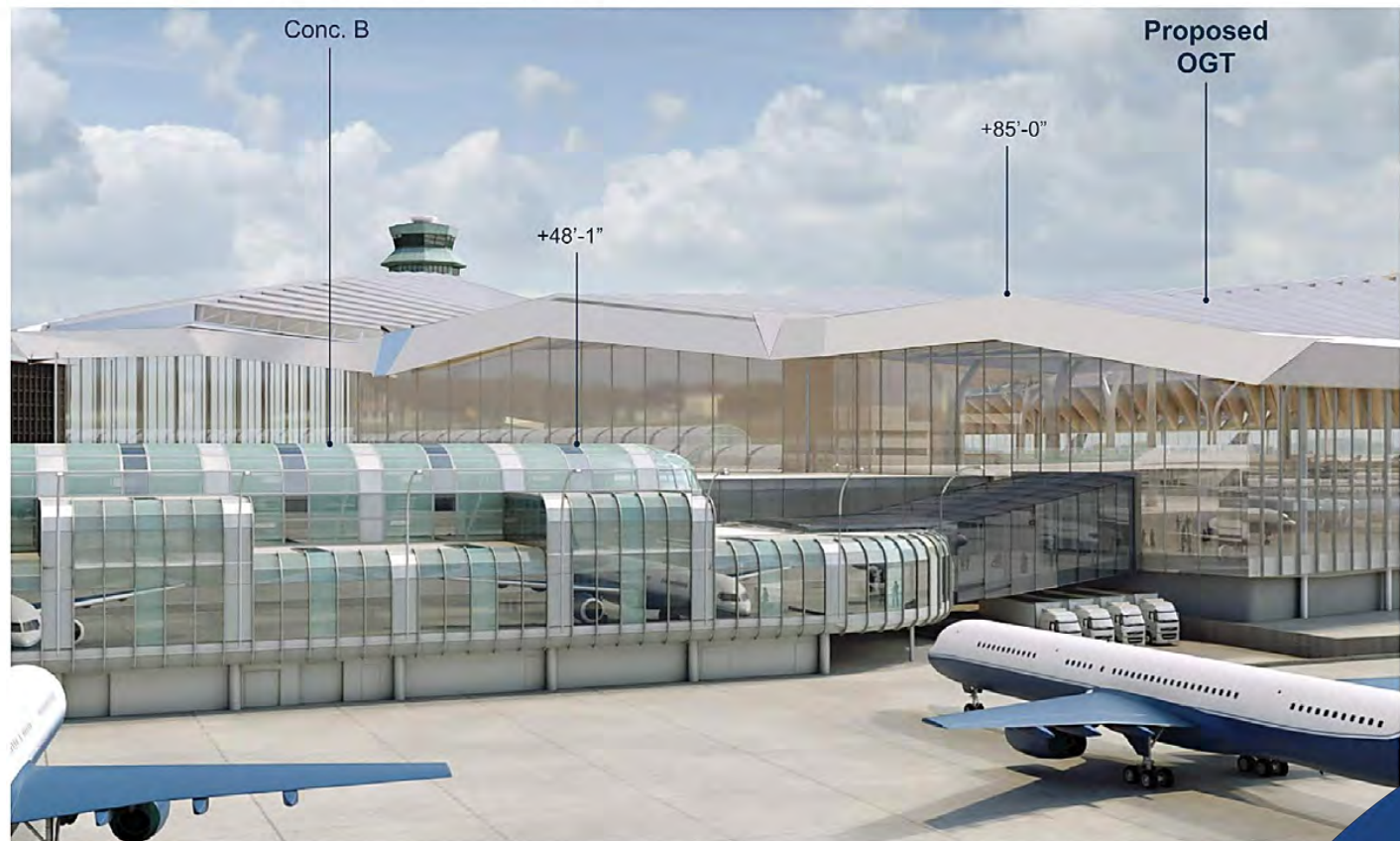
Concourse B Interface with OGT



November 2021

[DRAFT]

View of T1 Concourse B-OGT (Airside) Interface Facing East



Proposed Exterior Rendering

Concourse B Interface with OGT



November 2021
[DRAFT]

View of T1 Concourse B-OGT (Airside) Interface Facing East



Proposed Exterior Rendering

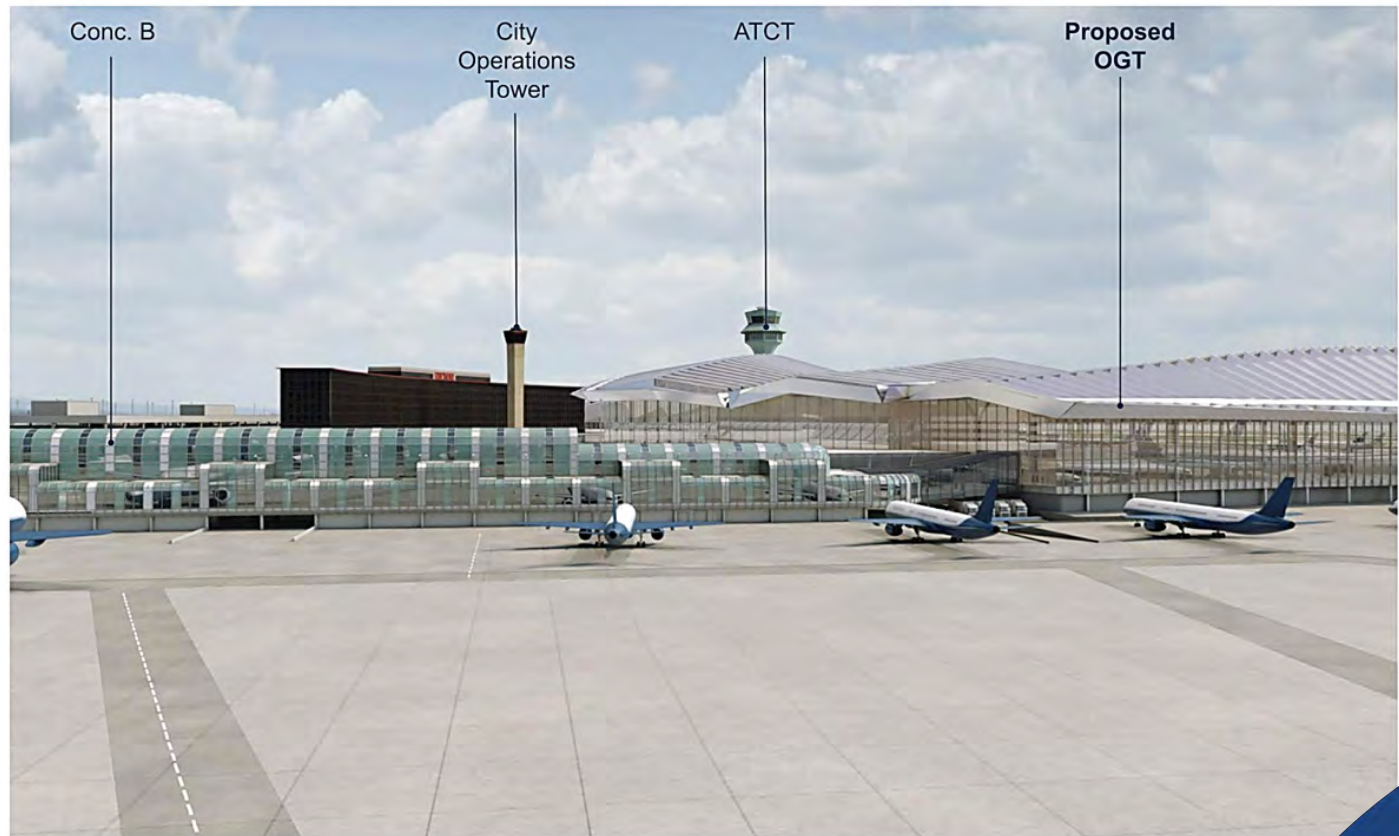
31

Concourse B Interface with OGT



November 2021
[DRAFT]

Terminal 1 | OGT Interface
View of T1 Concourse B, and OGT Facing East



Proposed Exterior Rendering

Concourse B Interface with OGT



November 2021
[DRAFT]

View of T1-OGT Curbside Interface Facing South (Upper Level)



Proposed Exterior Rendering

33

Concourse B Interface with OGT

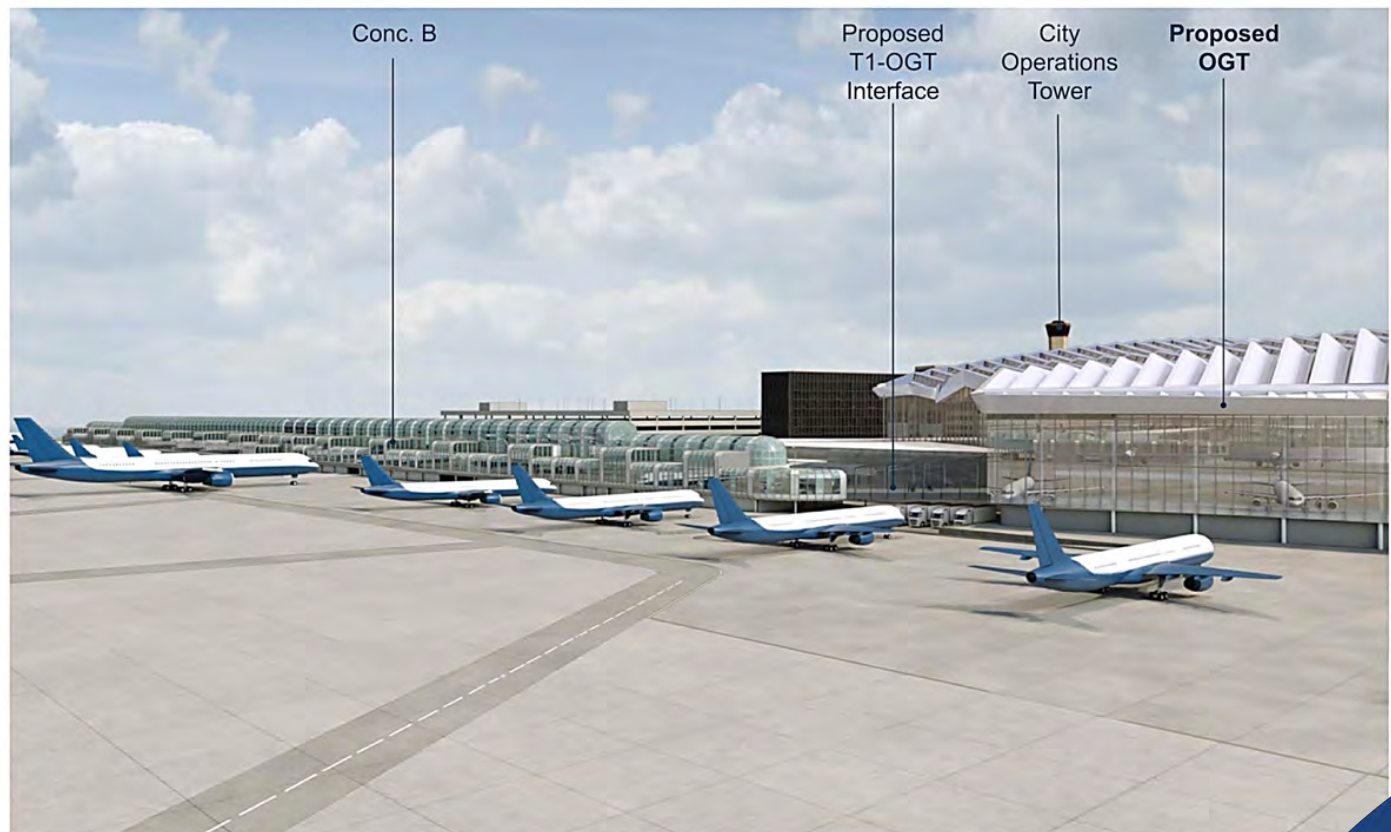


November 2021

[DRAFT]

Terminal 1 | OGT Interface

View of T1 Concourse B, and OGT Facing East



Concourse B Interface with OGT



November 2021
[DRAFT]

View from OGT to T1 Concourse B Facing North



Proposed Interior Rendering

35

Concourse B Interface with OGT



November 2021
[DRAFT]

View from T1 Concourse B to OGT Facing South



Proposed Interior Rendering

36

Questions on Concourse B Interface with OGT





Concourse C Interface with Satellite 1



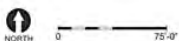
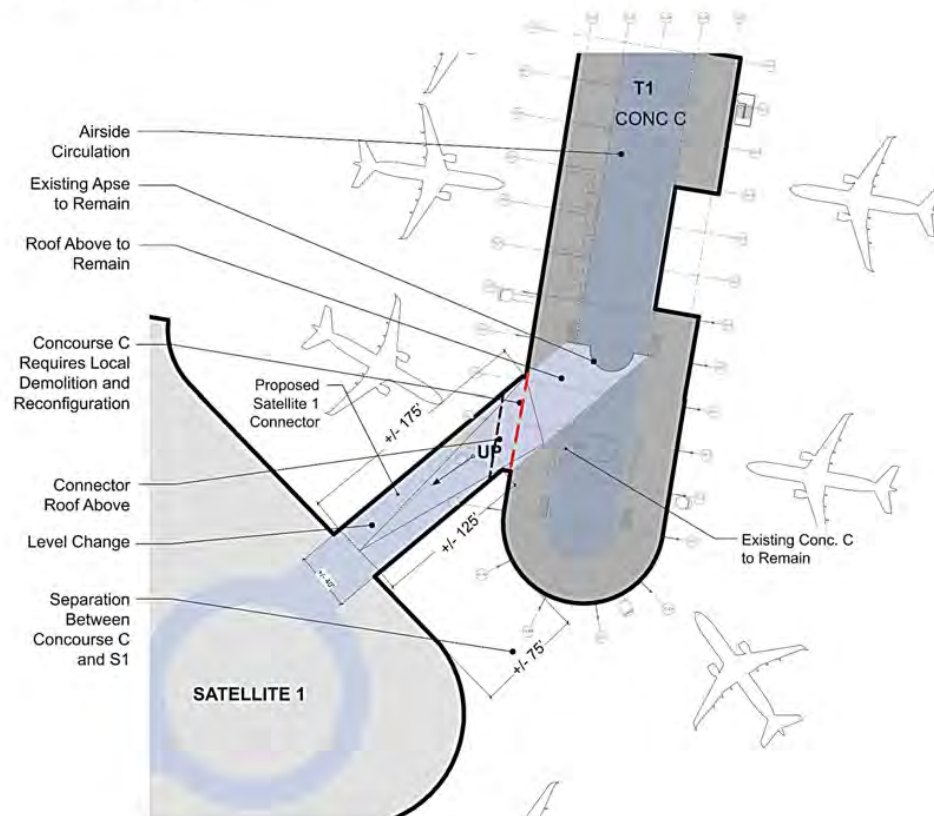
November 2021

[DRAFT]

Upper/Departures Level of T1 Concourse C-S1 Interface

Key

- Proposed Demolished Walls/Partitions
- Existing Facility/Function to Remain
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Airside Circulation
- Proposed Facility



Proposed Upper/Departures Level Plan

Concourse C Interface with Satellite 1



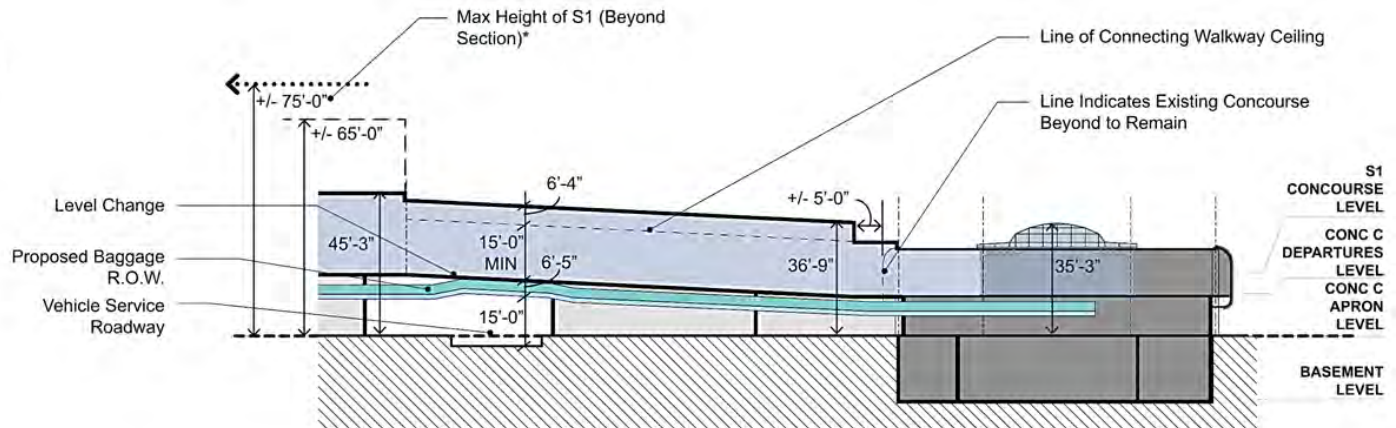
November 2021

[DRAFT]

T1 Concourse C-S1 Interface

Key

- Existing Facility to Remain
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Facility
- Proposed Airside Circulation
- Proposed Baggage Conveyor
- Proposed Conveyor Clearance



Key Plan



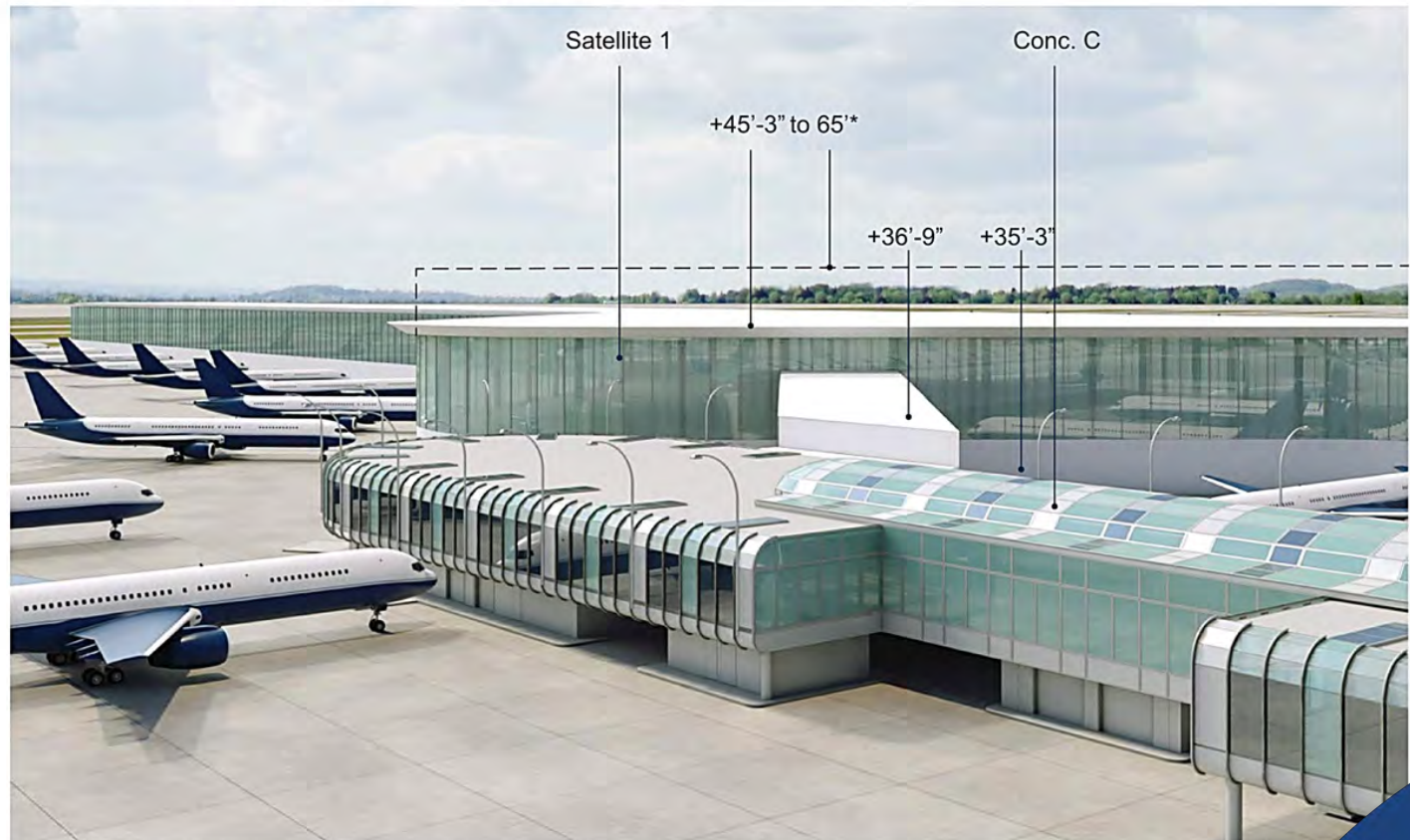
0 30' 0"

Concourse C Interface with Satellite 1



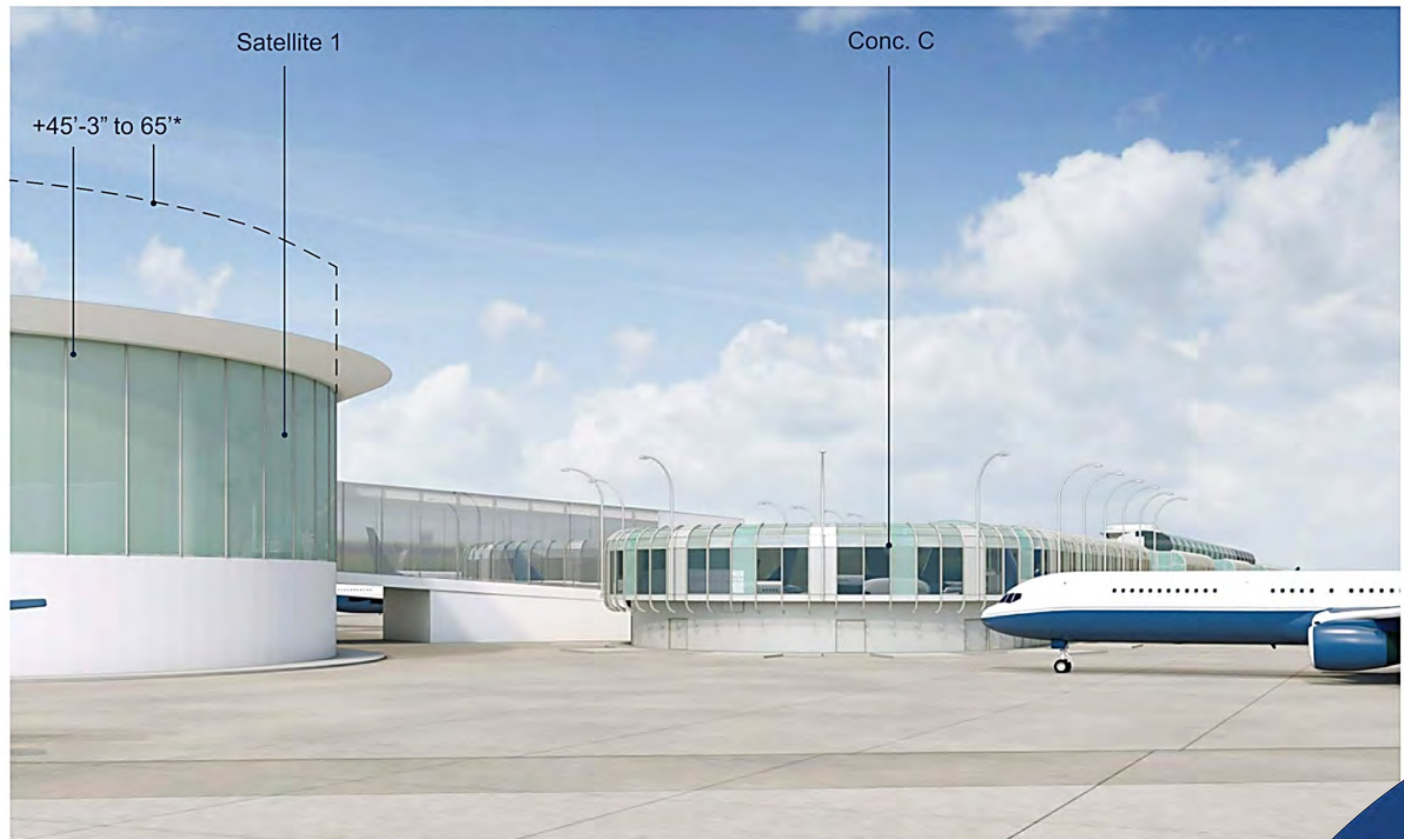
November 2021
[DRAFT]

View of T1 Concourse C-S1 Interface (Airside) Facing Southwest
Conc C. - Satellite 1



November 2021
[DRAFT]

View of T1 Concourse C South End (Airside) Facing Northwest Conc C.

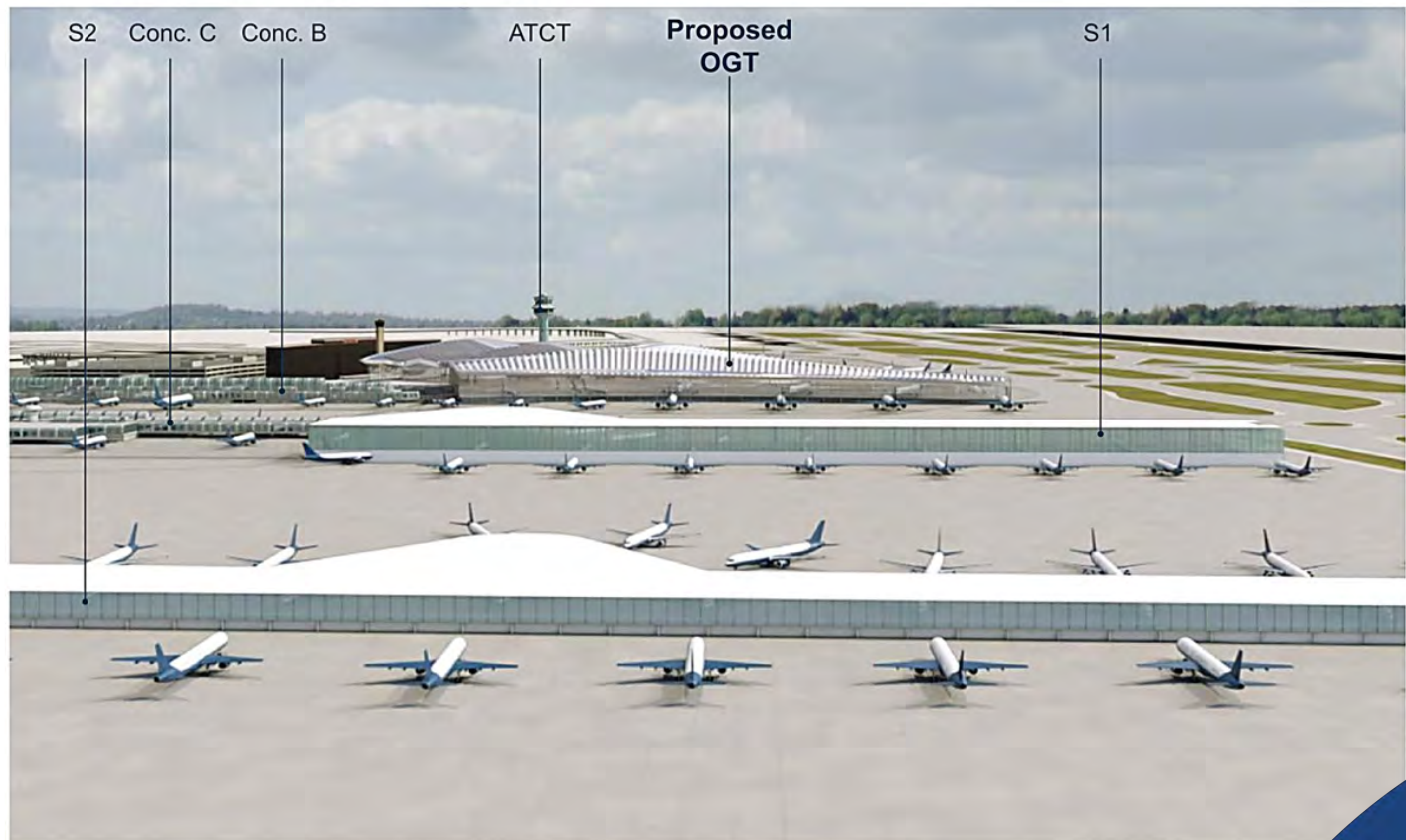


Concourse C Interface with Satellite 1



November 2021
[DRAFT]

View of T1 Concourse C, S1, S2, and OGT Facing East



Proposed Exterior Rendering

43

Concourse C Interface with Satellite 1



November 2021
[DRAFT]

View from T1 Concourse C South End to S1 Facing South



Proposed Interior Rendering

44

Concourse C Interface with Satellite 1



November 2021
[DRAFT]

View from S1 to Concourse C Facing North



Proposed Interior Rendering

45

Questions on Concourse C Interface with Satellite 1



Terminal 1 Expansions – Proposed Action

- **Concourse B Northeast End Expansion**
- **Concourse C North Expansion**





November 2021
[DRAFT]

Upper/Departures Level T1 Addition

Key

- Existing Facility to Remain
- Existing Airside Circulation
- Existing Landside Circulation
- Proposed Exterior Enclosure
- Proposed Landside Circulation
- Proposed Facility

Proposed
Addition



Terminal 1 Concourse B NE End Expansion



November 2021
[DRAFT]

T1, Concourse B, Northeast End Expansion



Proposed Exterior Rendering

49

Terminal 1 Concourse C Expansion North



November 2021
[DRAFT]

Upper/Departures Level of T1 Concourse C T1 Concourse C

Key

- Existing Facility to Remain
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Facility



Proposed Upper/Departures Level Plan

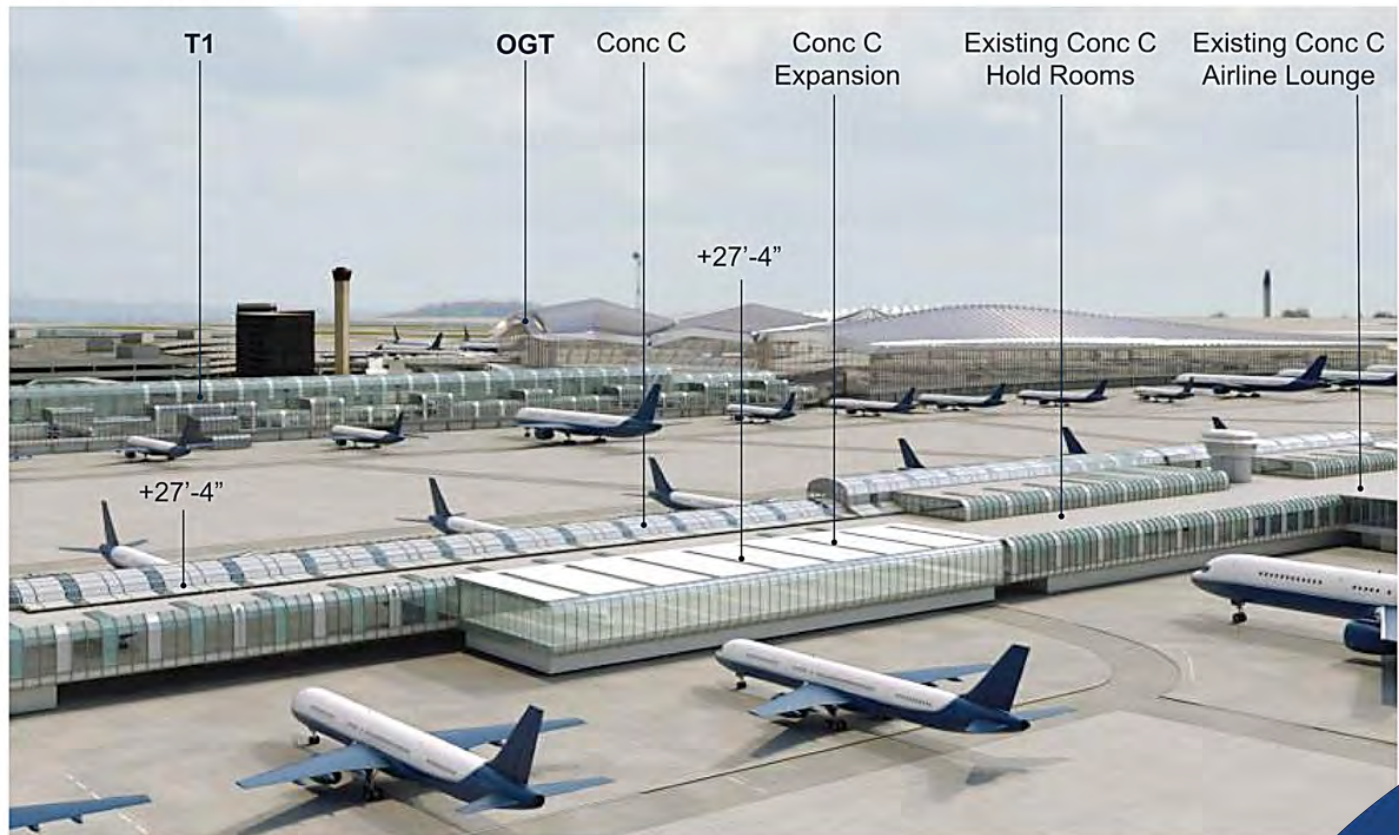
Terminal 1 Concourse C Expansion North



November 2021

[DRAFT]

Concourse C Expansion Facing Southeast
T1 Conc C Addition



Proposed Exterior Rendering

51

Terminal 1 Preliminary Finding

- **Preliminary finding of no adverse effect**
- **Alterations consistent with the Standards for Rehabilitation**
 1. Continue use for historic purpose
 2. Respects historic character
 5. Preserve distinctive features, finishes and construction techniques
 9. New additions shall not destroy historic materials. Differentiate new work from old
 10. New additions should be reversible



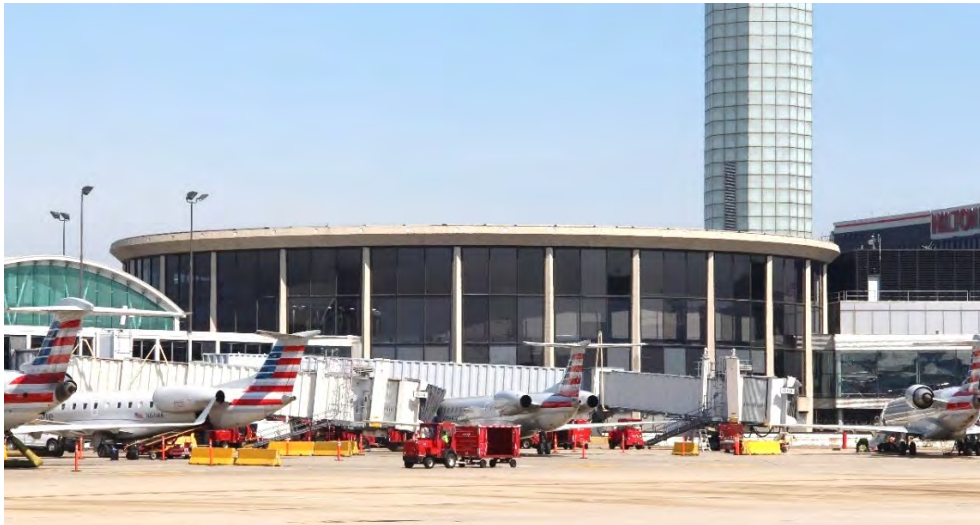
Questions on Preliminary Finding for Terminal 1



Proposed Action – Rotunda

Existing Rotunda character-defining features:

- Cylindrical form with expansive glass windows
- Double-height interior atrium space
- Radial cable-suspended roof system resulting in column-less interior space
- South-facing windows with airfield views



APPENDIX G

G-1054



NOVEMBER 2022

Rotunda Interface with OGT and Terminal 3



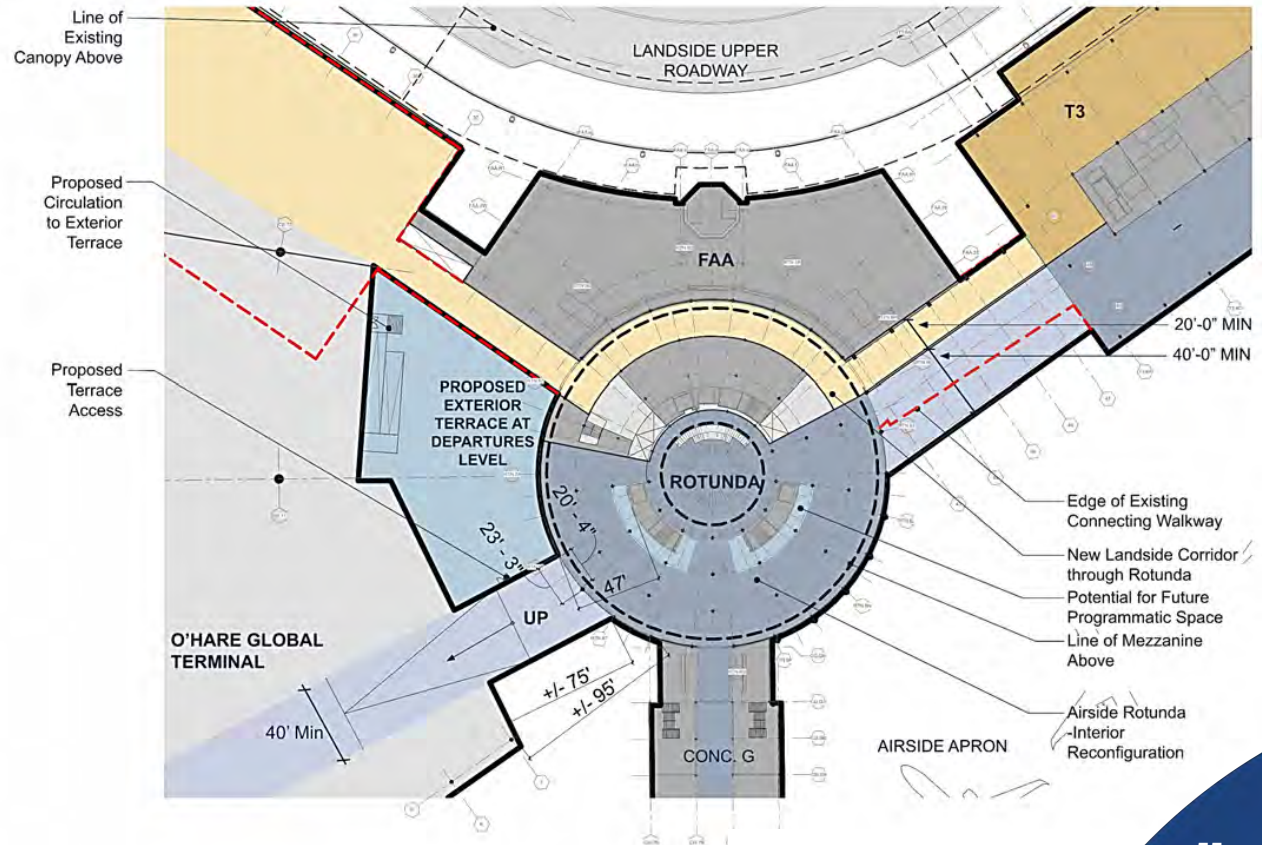
November 2021

[DRAFT]

Upper/Departures Level of Rotunda, OGT, and T3 Interface

Key

- Existing Footprint to be Demolished
- Existing Facility/Function to Remain
- Existing Landside Circulation
- Existing Airside Circulation
- Proposed Exterior Enclosure
- Proposed Landside Circulation
- Proposed Airside Circulation
- Proposed Facility
- Proposed Curbside Infill
- Line of Building Above



Proposed Upper/Departures Level Plan

55

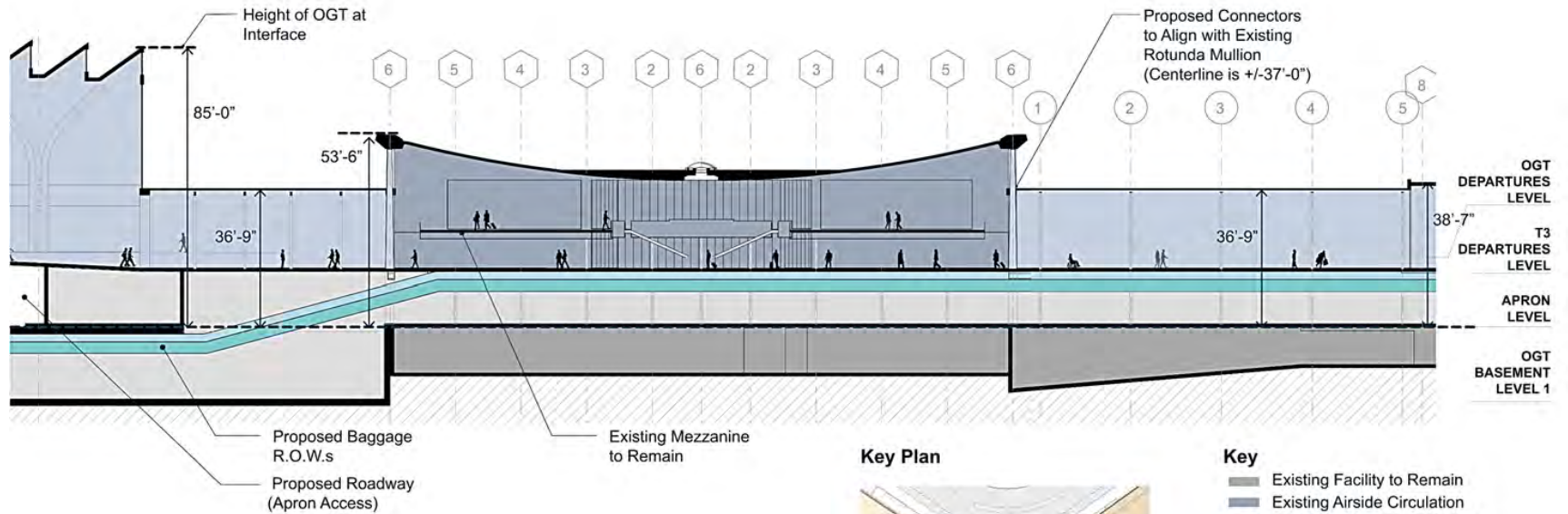
Rotunda Interface with OGT and Terminal 3



November 2021

[DRAFT]

Rotunda, OGT, and T3 Interface



0 30'-0"

Rotunda Interface with OGT and Terminal 3



November 2021
[DRAFT]

View of Rotunda, OGT, and T3 Airside Interface Facing North



Proposed Exterior Rendering

57

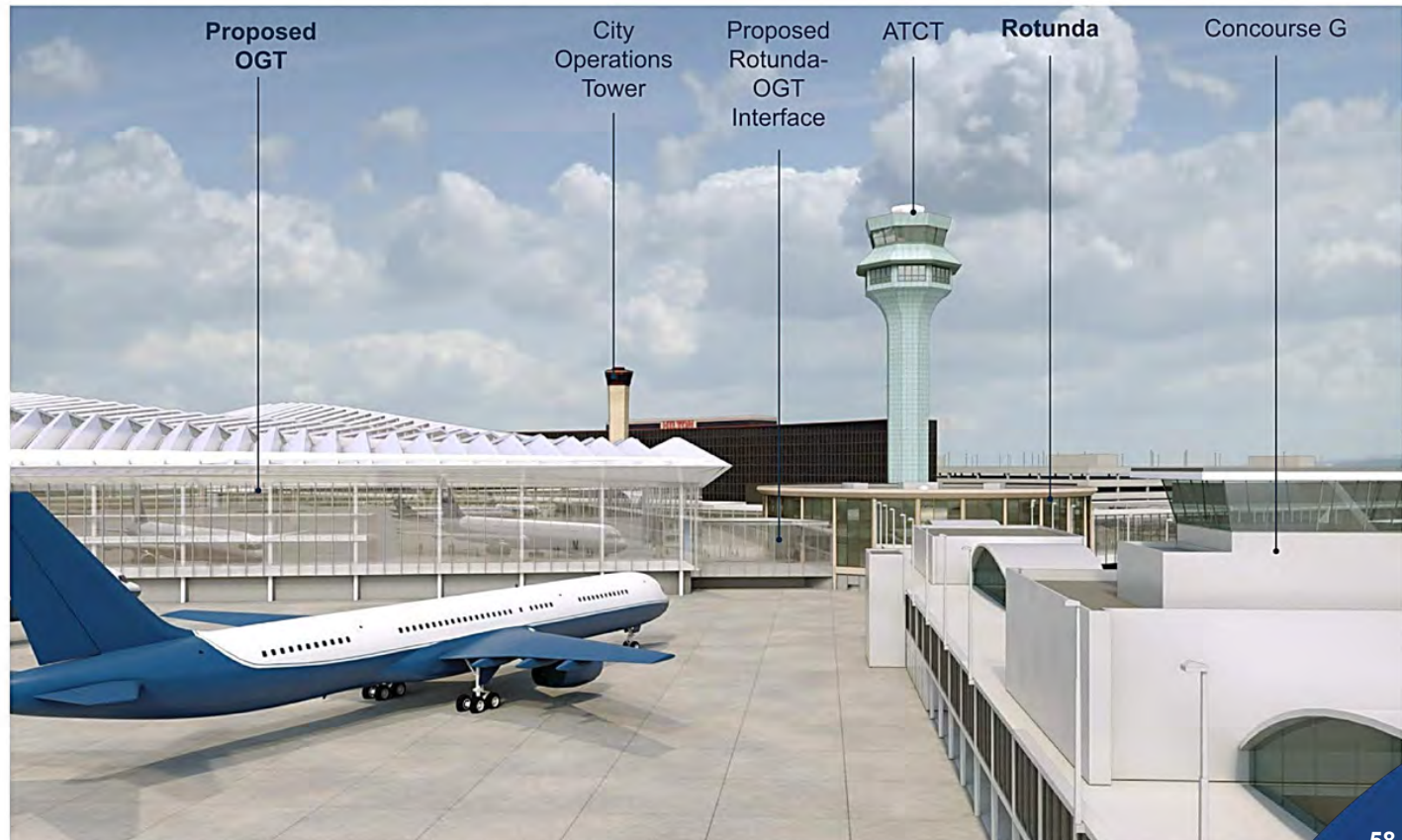
Rotunda Interface with OGT



November 2021
[DRAFT]

OGT | Rotunda | Terminal 3 Interface

View of OGT, Rotunda, and Concourse G Facing North



Rotunda Interface with Terminal 3

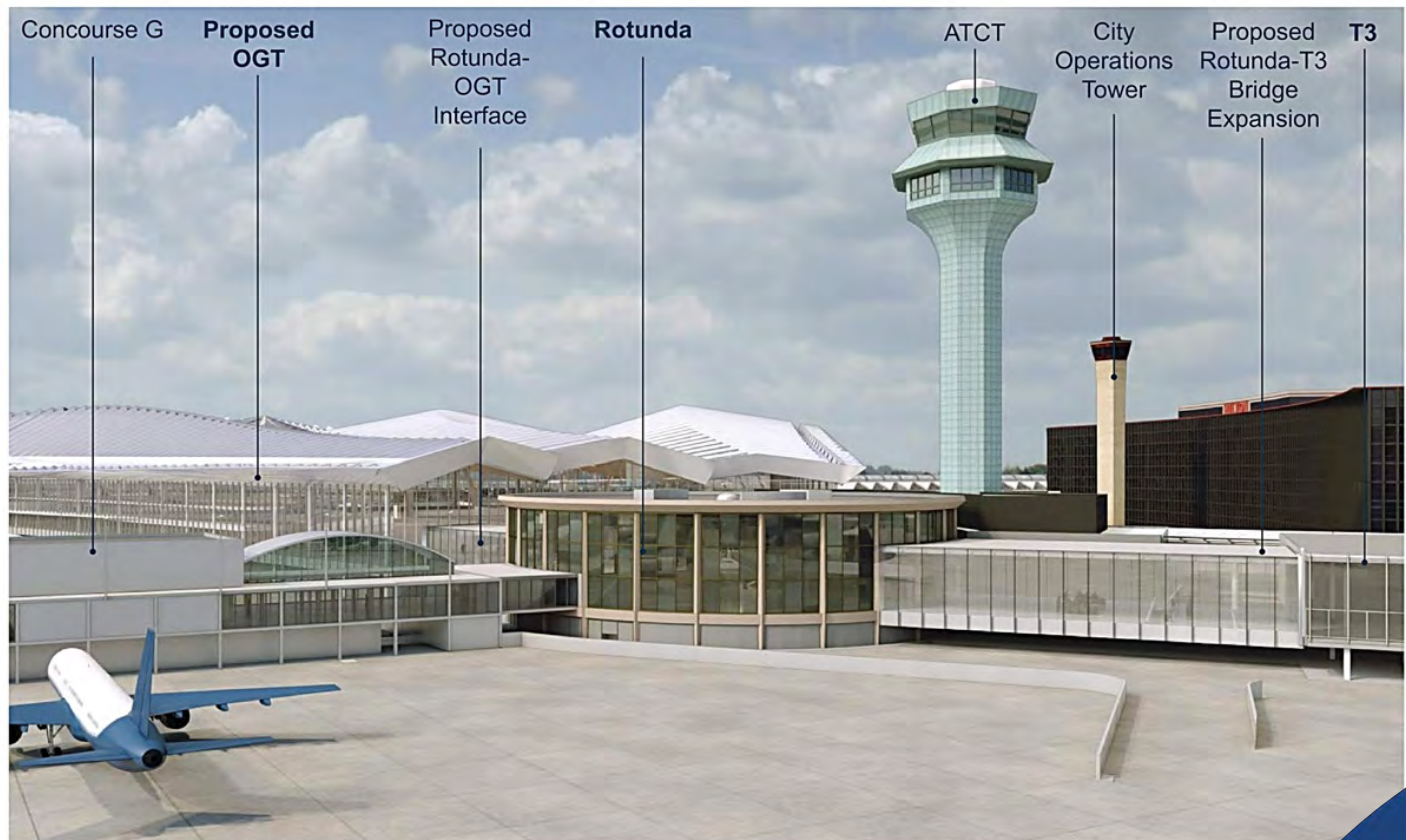


November 2021

[DRAFT]

OGT | Rotunda | Terminal 3 Interface

View of OGT, Rotunda, and Concourse G Facing Northwest



Proposed Exterior Rendering

59

Rotunda Interface with OGT

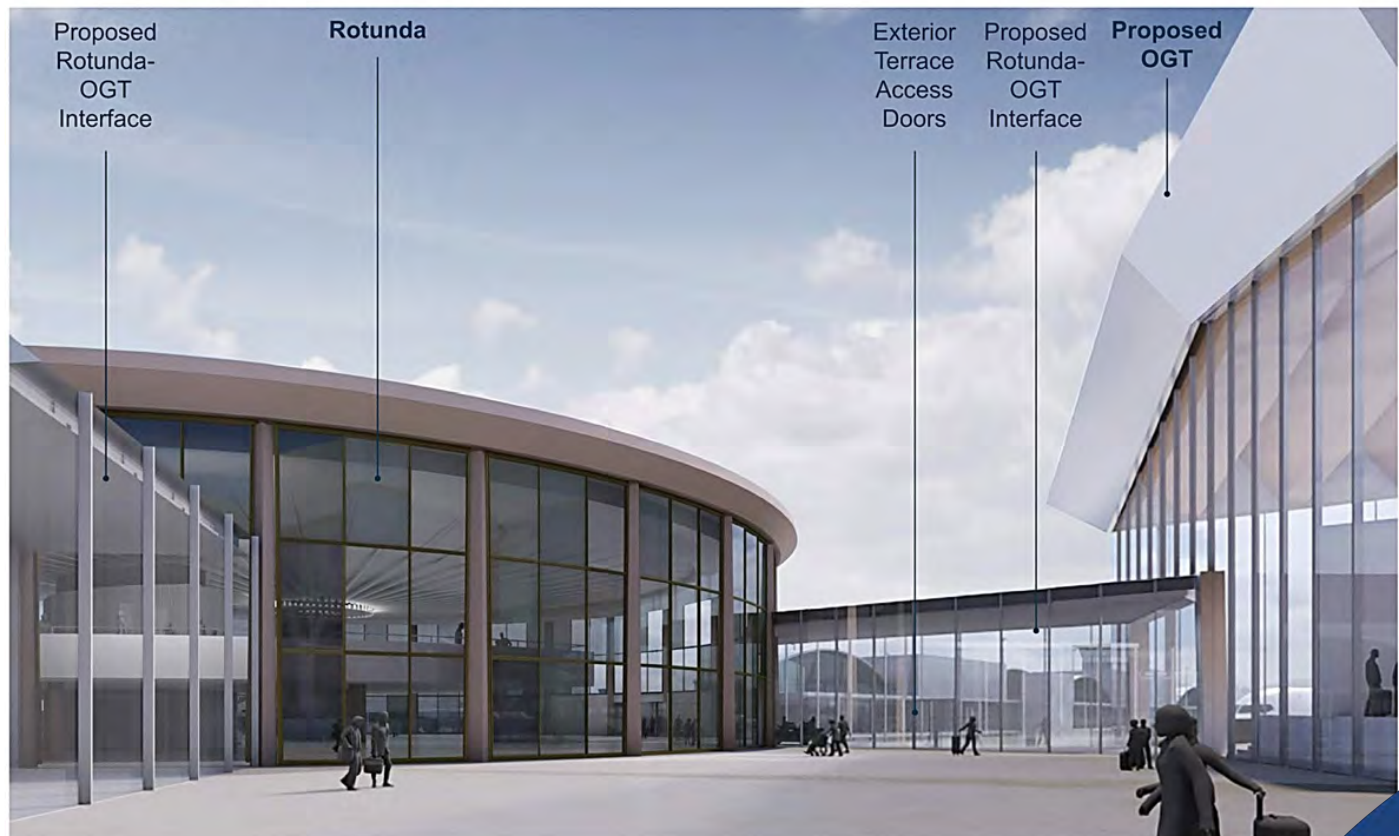


November 2021

[DRAFT]

OGT | Rotunda | Terminal 3 Interface

View of OGT, Rotunda, and Exterior Terrace Facing South



Proposed Exterior Rendering

60

Rotunda Interface with OGT



November 2021
[DRAFT]

View from OGT to Rotunda Facing East
Rotunda - OGT



Proposed Interior Rendering

61

Rotunda Interface with OGT



November 2021
[DRAFT]

View from Rotunda to OGT Facing West (Concourse Level)
Rotunda - OGT



Proposed Interior Rendering

62

Rotunda Interface with Terminal 3



November 2021

[DRAFT]

View from T3 Walkway to Rotunda Facing West (Concourse Level)
Rotunda - T3

Landside Corridor

Airside Corridor



Proposed Interior Rendering

63

Rotunda Interface with Terminal 3



November 2021
[DRAFT]

View from Rotunda Interior Facing T3 Walkway (Concourse Level)



Proposed Interior Rendering

64

Rotunda Preliminary Finding

- **Preliminary finding of no adverse effect**
- **Alterations consistent with the Standards for Rehabilitation**
 1. Continue use for historic purpose
 2. Respects historic character
 5. Preserve distinctive features, finishes and construction techniques
 9. New additions shall not destroy historic materials.
Differentiate new work from old
 10. New additions should be reversible



Questions on Rotunda Interface with OGT and Terminal 3 and Preliminary Finding



Next Steps

- **FAA will provide effect finding to consulting parties on 12/16/21**
 - Opportunity to provide questions or comments on the document prior to the January meeting
- **Meeting #3: January 13, 2022 (2 - 4 pm)**
- **Review period and comments on effect document ends on January 20, 2022**
- **Meeting #3 Purpose: Discuss comments on effect finding**



Input from Consulting Parties

- **Role of Consulting Parties**
 - Consulting party status entitles the participant to share views, receive information, **offer ideas and consider possible solutions**
- **Discuss initial feedback on preliminary effect finding**
- **Please provide any additional questions from this meeting to Amy Hanson (FAA) via email to amy.hanson@faa.gov by December 20, 2021.**



Your Questions and Input



Thank You!



Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment

Section 106 Consultation Meeting #2 – Meeting Summary

December 13, 2021 (2:00 pm CST)

Meeting Participants

Federal Aviation Administration (FAA) and Consultant Team

Amy Hanson, FAA
Catherine Basic, FAA
Gail Butler, FAA
Katherine T. Rooney, FAA
Tony Molinaro, FAA
Deb Bartell, FAA
Jim Keefer, FAA
Patrick J. Wells, FAA
Wayne Eckenrode, FAA
Rebecca MacPherson, FAA
Dominika Drozdal, FAA
Gregory Hines, FAA
Diana Wasiuk, HMMH
Christina Slattery, Mead & Hunt, Inc. (Mead & Hunt)
Amy Squitieri, Mead & Hunt
Colleen Bosold, Mead & Hunt
Missi Shumer, Purpose Brand
Ami Reese, Purpose Brand
Elisabeth Woodard, Purpose Brand
Veronica Yoeu, Purpose Brand
Curtis Witek, Purpose Brand

City of Chicago Department of Aviation (CDA) and Consultant Team

Aaron Frame, CDA
Dominic Garascia, CDA
Robert Hoxie, CDA
Mort Ames, City of Chicago Law Department
Katie van Heuven, Kaplan Kirsch Rockwell (KKR – Legal Counsel for CDA)
Gene Peters, Ricondo
Daniel Klaiber, Chicago DPD – Hist Pres Division

Invited Participants

Carol (CJ) Wallace, Illinois Historic Preservation Agency
Anthony Rubano, Illinois Historic Preservation Agency

Rita Baker, Illinois Historic Preservation Agency
Carey Mayer, Illinois Historic Preservation Agency
Justin Miller, DOCOMOMO Chicago
Ward Miller, Preservation Chicago
Mary Lu Seidel, Preservation Chicago
Lisa DiChiera, Landmarks Illinois
Raphael Wahwassuck, Prairie Band Potawatomi Nation
Tara Mitchell, Prairie Band Potawatomi Nation
Ron LaDuke, American Airlines
Gregory Wheeler, United Airlines
Frannie Levar, United Airlines
Michael Hanlon, O'Hare Airline Liaison Office/Jacobsen Daniels
Mimi Troy, Chicago Women in Architecture Foundation
Eileen Franz, City of Elmhurst

Meeting Summary

The meeting was held to present to the consulting parties how effects to historic properties resulting from the proposed project were assessed in relation to Section 106 of the National Historic Preservation Act of 1966 (Section 106), to describe the proposed action, and to share the FAA's preliminary findings of effect for the various historic properties. The meeting's Microsoft PowerPoint presentation, Secretary of the Interior's Standards for Rehabilitation, and variant package were provided to meeting participants prior to the meeting.

Off-airport historic properties were addressed under Section 106 as follows.

- Locally designated sites were reviewed for potential noise impacts from changes in air traffic operations. Six off-airport historic properties have the potential to be impacted by changes in air traffic activities that would result in an increased noise level.
- Four locally designated residences will experience increases in noise that would make them eligible for sound insulation. However, they previously received sound insulation, in coordination with the State Historic Preservation Office (SHPO), so there will be no further alteration to the historic properties.
- The historic Bensenville Theater/commercial block property uses are compatible with FAA noise compatibility guidelines.
- Similarly, the noise level at the Itasca Church is considered a compatible use with airport operations.
- No change to the use of the theater or church is expected and the proposed action would not alter the characteristics that could qualify these properties for eligibility for listing in the National Register of Historic Places (National Register).

- No visual effects would be caused by air traffic actions for these six properties, which are already being overflown currently and have experienced air traffic activity historically. It is on this basis that the preliminary finding of no effect was made by FAA.

At the airport, three properties were found to meet National Register criteria: Terminal 1, the CDA Control Tower, and the Rotunda. Eligibility determinations were made by the FAA and consulted upon with SHPO. No other on-airport properties met eligibility requirements.

The FAA made a preliminary finding of no effect on the CDA Tower. The proposed action does not include any modifications to the tower. Construction in the vicinity of the tower would not directly impact the historic property. The proposed action would not have visual or atmospheric impact due to the buildings' compatibility of purpose. Potential noise and vibration effects were also specifically considered. Because the CDA Control Tower is in aviation use, it is not noise sensitive. During project construction, the CDA proposes to implement construction specifications that would protect neighboring buildings, including the tower, from vibration. As a result, potential noise and vibration effects were found to be inapplicable to the CDA Tower.

The FAA next applied the Criteria of Adverse Effect to evaluate the potential of the proposed action to adversely affect the remaining two historic properties. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register. The FAA considered all examples of Adverse Effect outlined in the Section 106 regulations. In doing so, the FAA also applied the Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards). For this project, the FAA is coordinating Section 106 consultation with the National Environmental Policy Act (NEPA) process and the Section 4(f) evaluation – two separate regulations that also consider historic properties. The proposed alterations were assessed to determine whether they are consistent with the Secretary's Standards. Specifically, the Standards for Rehabilitation were applied because the proposed action involves additions and new construction adjacent to historic properties. Five of the Standards were found to be applicable:

- Continue use for historic purpose.
- Respect historic character.
- Preserve distinctive features, finishes, and construction techniques
- New additions shall not destroy historic materials. Differentiate new work from old; new should be compatible in size, scale & features.
- New additions should be reversible.

The project sponsor's original proposed action would have had an adverse effect on historic properties that are protected by Section 106, as well as Section 4(f). No alternatives were identified that would avoid using the on-airport terminal facilities that are eligible for listing in the National Register, which qualifies them as Section 4(f) resources. To avoid or minimize adverse effects, variants of the Proposed Action were developed and reviewed in a collaborative process that engaged the FAA and CDA project teams:

- Nineteen variants were reviewed for the interface of Terminal 1 Concourse B with the proposed O'Hare Global Terminal, referred to going forward as the OGT.
- Nine variants were reviewed for the interface of Terminal 1 Concourse C with Satellite 1.
- Nine variants were reviewed for the interface of the Rotunda with the OGT.

Each variant was reviewed to determine if it would avoid or minimize adverse effect under Section 106. If the variant would avoid or minimize effects, it was reviewed to see if it met the project purpose and need. Avoiding adverse effect and meeting purpose and need was the optimal outcome. The PDF packet provided prior to the meeting summarized this approach and provided a plan view of each variant that was considered.

The proposed action has the potential to affect historic properties. It includes the four areas of proposed construction at Terminal 1 as outlined here.

- Interface of Concourse B and O'Hare Global Terminal
- Interface of Concourse C and Satellite 1
- Northeast End Expansion of Concourse B
- North End Expansion of Concourse C

The proposed action also has the potential to affect the Rotunda.

The FAA consultant team then explained and presented a variety of renderings and plan views of each of the areas of proposed construction at ORD that compose the proposed action. The FAA has made a preliminary finding of no adverse effect for Terminal 1 and the Rotunda. The proposed action does not meet the criteria of adverse effect and the alterations are consistent with the Secretary's Standards. Documentation of this preliminary finding, which presents supporting information, will be sent to consulting parties for review.

The FAA outlined next steps in the Section 106 consultation process:

- The FAA will provide the effect finding documentation to consulting parties on 12/16/21.
 - A meeting is scheduled in January toward the end of the review period. Consulting parties have an opportunity to provide questions or comments to Amy Hanson (amy.hanson@faa.gov) prior to the meeting as well as during the meeting.
- Meeting #3 is scheduled to be held virtually on January 13, 2022, from 2-4 pm (CST). Consulting parties will receive an invite to that meeting following Meeting #2.
- The review period, which would normally be 30 days, per regulation, was extended due to the holidays. Comments should be submitted by January 20, 2022.
- The purpose of Meeting #3 is to discuss consulting parties' comments on the effect finding.

Consulting parties were invited to share initial feedback on the preliminary effect finding during several question breaks throughout the meeting and at the end of the meeting.

Questions and comments were raised on the following themes:

- Proposed changes to the Rotunda, both interior regarding the railing and staircase, and exterior regarding the terrace and subsurface level of the building.
- Encouraging the CDA to consider interior restoration of the Rotunda as part of the proposed project.
- Encouraging the CDA to consider a Chicago Landmark designation for the Rotunda.
- Procedural next steps and providing comments.

It was confirmed during the meeting that there are no proposed project activities that would impact the existing underground tunnel connection between Terminal 1 Concourses B and C. A separate question and answer document is being developed and will be sent to meeting attendees following the 12/20/2021 deadline for questions and comments about the information presented during the meeting.

Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment

Section 106 Consulting Party Meeting #2 – Questions and Answers Summary

December 13, 2021 (2:00 pm CST)

Response prepared – January 10, 2022

Questions and Answers During the Meeting

Questions received from the consulting parties at the meeting are summarized below. Responses are noted below each question.

Question: *Will any of the original portions of the C.F. Murphy terminal plan be impacted.*

Response: The Naess & Murphy terminal plan included construction of Terminals 2 and 3, the Rotunda, and a utilitarian area with the Heating & Refrigeration (H&R) Building and other support buildings. Terminal 2 will be replaced with the O'Hare Global Terminal (OGT). Terminal 3, the Rotunda, and the H&R Building will remain. Terminals 2 and 3 and the H&R Building were determined not eligible for listing in the National Register of Historic Places (National Register). The O'Hare Telephone Building was not part of the original 1958 plan but was part of the same era of airport expansion.

Question: *Are there any project activities planned relative to the underground walkway between Concourses B and C?*

Response: There are no projects proposed for the underground walkway (also known as the disco tunnel).

Question: *Based on this discussion, are the designs presented today the proposed final designs expected to move forward?*

Response: The designs that are being presented today are the sponsor's proposed actions and what the Federal Aviation Administration (FAA) has determined preliminarily for the finding of effects.

Question: *Help us understand proposed changes to the interior of the Rotunda.*

Response: The mezzanine, staircase, and columns will remain in the interior of the Rotunda. The terrazzo floor will also remain. The decorative design on the mezzanine railing is not original. It is unknown when this railing was modified. See also response to question 4 in Attachment 3 – CDA's Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions Received via Email Dated December 21, 2021 (January 2022).

Question: *Questions were raised about past changes to the Rotunda including changes to the glazing and the addition of the FAA tower that obscures a portion of the building. It was asked if restoration of the building could be included in the project along with City of Chicago landmark designation for the building.*

Response: The National Register eligibility determination for the Rotunda assessed the building in its current condition including the changes made with the addition of the FAA control tower in the 1990s. The building in its current state was determined to be eligible for the National Register. The renderings presented in Consulting Party Meeting #2 show proposed work for the Rotunda. See also response to questions 4 and 5 in Attachment 3 – *CDA's Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions Received via Email Dated December 21, 2021* (January 2022).

Question: *Question about the elevation to the left of the Rotunda and if the new terrace is impinging upon this foundation. Could the elevation of the terrace be the same elevation of the Rotunda to allow for the lower level of the Rotunda to be seen? Also question about the height of the connector and if it could be lowered.*

Response: The terrace is a bit higher than the Rotunda foundation and does obscure a portion of the lower level. The floor level of the terrace is designed to match the OGT, which is proposed to be roughly 5 feet higher than the Rotunda. The floor level of the OGT is proposed so the apron level can be maintained throughout the building to support the most efficient airline operations at the terminal.¹ The tradeoff is that an exterior terrace is created that allows for a traveler's view of the Rotunda that is not currently available. The height of the connector walkway is proposed to be approximately 36'-9", which is level with the mullion at base of the upper window. See also response to questions 1 and 2 in Attachment 3 – *CDA's Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions Received via Email Dated December 21, 2021* (January 2022).

Question. *Should we address our letter about landmarking to your attention?*

Response: All comments in writing should be directed to Amy Hanson at amy.hanson@faa.gov.

Question: *Would be helpful if an existing picture of the building could be shared side-by-side with the proposed rendering.*

Response: Available views and renderings were included as an appendix to the meeting summary provided via email on December 20, 2021.

Question: *Not familiar with O'Hare Telephone Building – said to not be historic and will be demolished; do you have photos or information about that building you could share?*

Response: The Determination of Eligibility prepared for the building is included as Attachment 4.

¹ CDA Response to FAA Comments on February 2020 Interface Analysis, April 2020, page 10.

Question: *Is there a timeline for submitting comments as part of this work?*

Response: Questions on the meeting presentation materials should be submitted by December 20, 2021. The effect documentation was provided to consulting parties on December 20, 2021. Comments on that document are due on January 24, 2022. Another consulting party meeting is being held on January 13, 2022, and this is an opportunity to ask additional questions and/or provide comments prior to the formal comment period ending for the effect documentation.

Question: *From a procedural perspective, can you provide some information as to next steps should comments received necessitate design revisions?*

Response: The effect documentation was submitted to consulting parties on December 20, 2021. The FAA has made a preliminary finding of no adverse effect, and is awaiting State Historic Preservation Office (SHPO) concurrence and input from consulting parties. There is no current expectation for design revisions.

Question: *When will we know SHPO opinion?*

Response: SHPO received the effect documentation on December 20, 2021, and will have until January 24, 2022, to provide a response.

Question: *When will a recording of this meeting be available?*

Response: A meeting summary will be sent out within the week. We do not plan to make the recording available as its large file size makes it difficult to transmit.

Consulting Party Comments During the Meeting

Preservation Chicago requested that the interior of the Rotunda be restored and that the City landmark status is pursued for this building.

DOCOMOMO Chicago also supports the restoration of the interior of the Rotunda as a small part of the overall project. DOCOMOMO also fully supports considering Chicago landmark designation for the Rotunda.

Preservation Chicago asked for clarification on obscured visibility of the Rotunda and would like as much of the entire structure to be seen. This includes more sensitivity to the approach of this building; bringing back some special features and celebrating its architect.

The following background information was shared for the Rotunda:

- See historic image: <http://architectuul.com/architecture/the-rotunda-building-at-o-hare-international-airport>
- Preservation Chicago's Chicago 7 write-up: https://preservationchicago.org/wp-content/uploads/2021/11/Chicago7_2019-Book-C-3.31.19-FINAL-Rotunda-Building-1.pdf

Follow-up Questions Received After the Meeting

Lisa DiChiera, Landmarks Illinois

Received via email 12/17/21 (see Attachment 1)

1. The walkway connector from the new OGT to the Rotunda appears appropriate in scale and material. The pedestrian's approach toward the Rotunda from within the connector is providing a new and broad view of the Rotunda's exterior.

Response: Thank you for your comment.

2. Not knowing what is programmed below the new exterior terrace, it's unclear if it could be lowered to reveal more of the Rotunda's lowest facade section. This lower portion of the building is seen on other sides of the building, though not from a public vantage point. Regardless of the feasibility of lowering the terrace, its addition is an exciting opportunity to bring travelers to an outside area with another unprecedented view of the exterior of the Rotunda. Will the terrace be only a passthrough space as seems depicted in the rendering or will it be further developed as a nicely designed outdoor amenity space? How will one access the terrace? If further developed as an attractive gathering space for respite for the busy traveler, it will be a nice compliment to the building and this area of the airport.

Response: The terrace is a bit higher than the Rotunda foundation and does obscure a portion of the lower level. The terrace level is designed to match the floor level of the OGT, which is proposed to be roughly 5 feet higher than the Rotunda. The floor level of the OGT is proposed so that the apron level can be maintained throughout the building to support the most efficient airline operations at the terminal.² The tradeoff is that an exterior terrace is created that allows for a view of the Rotunda that is not currently available. The terrace would have an access point from the OGT utilizing a ramp and a second access point in the connecting corridor between the OGT and the Rotunda through doors. The addition of amenities for the terrace is to be determined. See also response to questions 2 and 3 in Attachment 3 – *CDA's Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions Received via Email Dated December 21, 2021* (January 2022).

3. The renderings of the Rotunda's interior show retention of its distinctive mezzanine and railing and the "X" shaped stair system. It is wonderful to see these features preserved. It is unclear from the renderings if the terrazzo floor and shallow dome ceiling with its sunburst pattern that reveals Kerbis' advanced structural cable system will be fully preserved, including the lighting. An explanation of the planned full treatment of the two-story open interior, the most spectacular aspect of the Rotunda, and use of the underutilized spaces would be helpful. Restoration of the space to its original design as seen in the picture below, with focused programming and leasing of the underutilized spaces, would make the Rotunda once again a true destination for travelers rather than just a passthrough.

Response: Within the interior of the Rotunda, the existing non-original concession installations would be removed on the concourse level, returning it to a more open configuration. Interior features to remain

² CDA Response to FAA Comments on February 2020 Interface Analysis, April 2020, page 10.

include the original staircases to the mezzanine, oculus form and ribs in the ceiling, interior columns supporting the mezzanine level, and the original terrazzo floor. Modern signage, murals, and lighting and the non-original decorative terrazzo floor detail would be removed. The non-original concourse- and mezzanine-level finishes would remain, including the slatted metal covering over original wood ribbing along the interior walls and the decorative treatment of the mezzanine facade. See also response to question 4 in Attachment 3 – *CDA's Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions Received via Email Dated December 21, 2021* (January 2022).

4. From locations such as the new terrace, the interior of the new OGT connector and from within the building itself, we strongly recommend displayed panel information on the history of the Rotunda, its design and its architect. The building is truly representative of Chicago's great architectural legacy.

Response: Thank you for your comment. See response to question 5 in Attachment 3 – *CDA's Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions Received via Email Dated December 21, 2021* (January 2022).

5. As you heard during the meeting, there is widespread support for Chicago landmark designation of the Rotunda, including its interior. While we understand the reluctance to protect historic buildings at airports due to their changing needs, the monetary investment in the Rotunda and its surrounding facilities, which will bring this section of the airport up to complete modernization, makes the Rotunda a perfect candidate for this important recognition. It would also result in the first landmark designation in the city of Chicago of a building designed by a woman - a distinction that would be unique to O'Hare.

Response: Thank you for your comment. See also response to question 5 in Attachment 3 – *CDA's Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions Received via Email Dated December 21, 2021* (January 2022).

Ward Miller and Mary Lu Seidel – Preservation Chicago

Letter received via email on December 20, 2021 (see Attachment 1)

1. Can the height of the connecting walkways be lowered? Visually from the exterior elevations it appears to split the Rotunda into quarters. A scaled-back height could minimize this negative visual impact from the original design.

Response: The height of the connector walkway is proposed to be approximately 36'-9", which is level with the mullion at base of the upper window. The FAA has made a preliminary determination that the proposed action as presented results in a finding of no adverse effect on the Rotunda. See also response to question 1 in Attachment 3 – *CDA's Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions Received via Email Dated December 21, 2021* (January 2022).

2. Can we see more renderings of the Rotunda Building's interior? In order to assess the full impact, we would like to see renderings that show the original details with the planned walkway connectors.

Response: Additional views of the Rotunda interior are provided in the effect documentation provided by the FAA on December 20, 2021. See also Attachment 2.

3. Can you do further research on when the railings in the Rotunda Building were replaced? Were all the railings replaced or just parts of them? Could the original railings be restored.

Response: Extensive research was completed to prepare the Determination of Eligibility for the Rotunda and it was not identified when the railings were modified. At this time the railings are proposed to remain largely as they are currently, with the graphics removed. The FAA has made a preliminary determination that the proposed action as presented results in a finding of no adverse effect on the Rotunda. The FAA will pass on your request that the railings be restored to the CDA (project sponsor).

4. Echoing the comments of Landmarks Illinois at the meeting, we would like to see side-by-side photos and renderings of the exterior and interior of the Rotunda Building as it is now and as it is planned to look based on current FAA scope.

Response: See Attachment 2 for interior side-by-side photos and renderings. Exterior side-by-side photos and renderings were provided via email with the Consulting Party Meeting #2 summary on December 20, 2021.

5. We are also alarmed by obscuring the lower level of the Rotunda Building. Can we see an option where that lower level is not sunk or obscured? Is it possible for the plaza be cut back substantially to allow visitors to see the base of the Rotunda Building?

Response: The terrace is a bit higher than the Rotunda foundation and does obscure a portion of the lower level. The floor level of the terrace is designed to match the OGT, which is proposed to be roughly 5 feet higher than the Rotunda. The floor level of the OGT is proposed so the apron level can be maintained throughout the building to support the most efficient airline operations at the terminal.³ The tradeoff is that an exterior terrace is created that allows for a traveler's view of the Rotunda that is not currently available. The FAA's recommendation is that the current proposed action as presented results in a finding of no adverse effect on the Rotunda. See also response to question 2 in Attachment 3 – *CDA's Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions Received via Email Dated December 21, 2021* (January 2022).

³ CDA Response to FAA Comments on February 2020 Interface Analysis, April 2020, page 10.

6. Is it possible to get a tour of the Rotunda Building with FAA representatives and/or consultants? We could better talk through the impacts and understand more completely the planned modifications to the building.

Response: Due to current Covid-19 protocols, the FAA is not conducting any field visits or in-person meetings.

7. What will remain of other original CF Murphy work at O'Hare once this project is complete?

Response: The Naess & Murphy terminal plan included construction of Terminals 2 and 3, the Rotunda, and a utilitarian area with the H&R Building and other support buildings. Terminal 2 will be replaced with the OGT. Terminal 3, the Rotunda, and the H&R Building will remain. Terminals 2 and 3 and the H&R Building were determined not eligible for listing in the National Register. The O'Hare Telephone Building was not part of the original 1958 plan but was part of the same era of airport expansion.

8. Can we pursue a Chicago Landmark designation in partnership with the FAA, the Chicago Department of Planning and Development, and the Chicago Department of Aviation for the Gertrude-Kerbis designed Rotunda/Seven Continents Building?

Response: The FAA will not be pursuing landmark designation as part of this project. The FAA's recommendation is that the current proposed action as presented results in a finding of no adverse effect on the Rotunda. See also response to question 5 in Attachment 3 – *CDA's Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions Received via Email Dated December 21, 2021* (January 2022).

9. This multi-billion dollar expansion project is wonderful, and we are hopeful to see a significant contribution to the Rotunda Building's complete restoration in accordance with the Secretary of Interior Standards. We could focus on restoring the ceiling, lighting, walls, railings, and any furnishings within the Rotunda Building as a part of this modernization effort. Can this be incorporated into the scope of work?

Response: The FAA's recommendation is that the current proposed action as presented results in a finding of no adverse effect on the Rotunda. See also response to question 5 in Attachment 3 – *CDA's Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions Received via Email Dated December 21, 2021* (January 2022).

Attachment 1. Questions Received After Consulting Party Meeting #2

December 20, 2021

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

RE: Terminal Area Plan & Air Traffic Environmental Assessment Section 106 Consultation Meeting #2

Dear Ms. Hanson:

We are grateful for the time and materials we were able to discuss at the December 13 Section 106 Consultation meeting regarding the changes planned at O'Hare Airport.

From our perspective, we are especially interested in changes that impact the Rotunda building. This Gertrude-Kerbis designed building is a remarkable Jet Age design that was featured in Preservation Chicago's 2019 Chicago 7 Most Endangered report. <https://preservationchicago.org/2019/03/04/seven-continents-building-ohare-rotunda-building/>

Gertrude Kerbis was a groundbreaking architect and one of the first women at the forefront of Chicago architecture working in the modern style in the early 1960s. Kerbis designed the Seven Continents/Rotunda Building using an elaborate structural system consisting of one mile of heavy bridge cables spanning a 190-foot ceiling and measuring approximately five inches in thickness, considered by some to be a structural feat. This system resembles a sunburst pattern sheathed in concrete visible from the floor of this unique circular, public, two-story space.

Today, the Rotunda Building remains largely intact but has faded from public use due to the closing of the original restaurants, the expansion of O'Hare Airport and the difficulty of accessing the building beyond security checkpoints. There is an extraordinary opportunity here to restore and elevate this Kerbis-designed Rotunda Building into O'Hare's modernization efforts.

We have remarkable examples of modernization and restoration working well together at with the Eero Saarinen-designed TWA terminal at Kennedy Airport in New York and the Los Angeles International Airport Theme Building (designed by Pereira and Luckman). It is possible to modernize and improve airport designs while also retaining the glory of the Jet Age design era.

Our primary questions at this time:

1. Can the height of the connecting walkways be lowered? Visually from the exterior elevations it appears to split the Rotunda into quarters. A scaled-back height could minimize this negative visual impact from the original design.

2. Can we see more renderings of the Rotunda Building's interior? In order to assess the full impact, we would like to see renderings that show the original details with the planned walkway connectors.
3. Can you do further research on when the railings in the Rotunda Building were replaced? Were all the railings replaced or just parts of them? Could the original railings be restored.
4. Echoing the comments of Landmarks Illinois at the meeting, we would like to see side-by-side photos and renderings of the exterior and interior of the Rotunda Building as it is now and as it is planned to look based on current FAA scope.
5. We are also alarmed by obscuring the lower level of the Rotunda Building. Can we see an option where that lower level is not sunk or obscured? Is it possible for the plaza be cut back substantially to allow visitors to see the base of the Rotunda Building?
6. Is it possible to get a tour of the Rotunda Building with FAA representatives and/or consultants? We could better talk through the impacts and understand more completely the planned modifications to the building.
7. What will remain of other original CF Murphy work at O'Hare once this project is complete?
8. Can we pursue a Chicago Landmark designation in partnership with the FAA, the Chicago Department of Planning and Development, and the Chicago Department of Aviation for the Gertrude-Kerbis designed Rotunda/Seven Continents Building?
9. This multi-billion dollar expansion project is wonderful, and we are hopeful to see a significant contribution to the Rotunda Building's complete restoration in accordance with the Secretary of Interior Standards. We could focus on restoring the ceiling, lighting, walls, railings, and any furnishings within the Rotunda Building as a part of this modernization effort. Can this be incorporated into the scope of work?

Looking forward to our next meeting on January 13, 2022 to continue these conversations. Thank you again for your team's work in putting together this Section 106 review.

Sincerely,



Ward Miller
Executive Director



Mary Lu Seidel
Director of Community Engagement

cc: Samir Mayekar, Deputy Mayor, City of Chicago
Maurice Cox, Commissioner, Department of Planning & Development, City of Chicago
Kathleen Dickhut, Department of Planning & Development, City of Chicago
Dijana Cuvalo, Department of Planning & Development, City of Chicago
Matt Crawford, Department of Planning & Development, City of Chicago
Dan Klaiber, Department of Planning & Development, City of Chicago
Kandalyn Hahn, Department of Planning & Development, City of Chicago

Subject: RE: Landmarks Illinois comments for Terminal Area Plan and Air Traffic Environmental Assessment Section 106 Consultation Meeting #2

From: Lisa DiChiera <ldichiera@landmarks.org>

Sent: Friday, December 17, 2021 9:05 PM

To: Hanson, Amy (FAA) <Amy.Hanson@faa.gov>

Cc: 'ORDTAP' <ordtap@hmmh.com>; 'Wallace, Carol' <Carol.Wallace@Illinois.gov>; Rubano, Anthony <Anthony.Rubano@Illinois.gov>; Ward Miller <wmiller@preservationchicago.org>; Justin Miller <justin.carlos.miller@gmail.com>; Mayer, Carey <Carey.Mayer2@Illinois.gov>; Mimi Troy <mimi@troyarchitectsllc.com>; Mary Lu Seidel <mseidel@preservationchicago.org>

Subject: Landmarks Illinois comments for Terminal Area Plan and Air Traffic Environmental Assessment Section 106 Consultation Meeting #2

Dear Ms. Hanson,

Many thanks for the informative meeting on December 13 regarding the proposed O'Hare plans and their impact on buildings and structures identified as eligible for listing in the National Register of Historic Places.

As you know, Landmarks Illinois' main focus in this Section 106 process is the impact on and treatment of the Rotunda, designed by Gertrude Kerbis and which was included on our Most Endangered Historic Places list in 2017. http://www.landmarks.org/wp-content/uploads/2017/04/Rotunda_OHare.pdf

I want to commend you, the FAA and the entire team for what appears to be an incredible new opportunity to renovate and bring new visual focus to the Rotunda. From the renderings we were shown, I have the following thoughts and questions:

1. The walkway connector from the new OGT to the Rotunda appears appropriate in scale and material. The pedestrian's approach toward the Rotunda from within the connector is providing a new and broad view of the Rotunda's exterior.
2. Not knowing what is programmed below the new exterior terrace, it's unclear if it could be lowered to reveal more of the Rotunda's lowest facade section. This lower portion of the building is seen on other sides of the building, though not from a public vantage point. Regardless of the feasibility of lowering the terrace, its addition is an exciting opportunity to bring travelers to an outside area with another unprecedented view of the exterior of the Rotunda. Will the terrace be only a passthrough space as seems depicted in the rendering or will it be further developed as a nicely designed outdoor amenity space? How will one access the terrace? If further developed as an attractive gathering space for respite for the busy traveler, it will be a nice compliment to the building and this area of the airport.
3. The renderings of the Rotunda's interior show retention of the its distinctive mezzanine and railing and the "X" shaped stair system. It is wonderful to see these features

preserved. It is unclear from the renderings if the terrazzo floor and shallow dome ceiling with its sunburst pattern that reveals Kerbis' advanced structural cable system will be fully preserved, including the lighting. An explanation of the planned full treatment of the two-story open interior, the most spectacular aspect of the Rotunda, and use of the underutilized spaces would be helpful. Restoration of the space to its original design as seen in the picture below, with focused programming and leasing of the underutilized spaces, would make the Rotunda once again a true destination for travelers rather than just a passthrough.

4. From locations such as the new terrace, the interior of the new OGT connector and from within the building itself, we strongly recommend displayed panel information on the history of the Rotunda, its design and its architect. The building is truly representative of Chicago's great architectural legacy.
5. As you heard during the meeting, there is widespread support for Chicago landmark designation of the Rotunda, including its interior. While we understand the reluctance to protect historic buildings at airports due to their changing needs, the monetary investment in the Rotunda and its surrounding facilities, which will bring this section of the airport up to complete modernization, makes the Rotunda a perfect candidate for this important recognition. It would also result in the first landmark designation in the city of Chicago of a building designed by a woman - a distinction that would be unique to O'Hare.



Again, many thanks for the presentation. The inclusion of the Rotunda in the airport's modernization plans is a huge benefit to O'Hare, the city and the public.

Sincerely,

Lisa DiChiera
Director of Advocacy
Landmarks Illinois

From: Hanson, Amy (FAA) <Amy.Hanson@faa.gov>
Sent: Tuesday, December 7, 2021 5:25 PM
Cc: 'ORDTAP' <ordtap@hmmh.com>
Subject: Materials for Terminal Area Plan and Air Traffic Environmental Assessment Section 106 Consultation Meeting #2

All –

Consulting Party Meeting #2 is being held on December 13, 2021 from 2-4 pm (CST) for Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Procedures Environmental Assessment. The project's proposed actions and FAA's preliminary finding effect on historic properties will be discussed at the meeting. FAA applied the Criteria of Adverse Effect and the Secretary of the Interior's Standards to evaluate the proposed action on two historic properties determined eligible for the National Register of Historic Places - Terminal 1 and the Rotunda.

In advance of the Consulting Party Meeting #2, FAA is distributing the following materials for review:

- PowerPoint presentation slides with graphics of the proposed actions
- Variants package showing the various options of the proposed actions that were reviewed under Section 106 to avoid or minimize adverse effects
- Secretary of the Interior's Standards for Rehabilitation used in application of the criteria of adverse effect

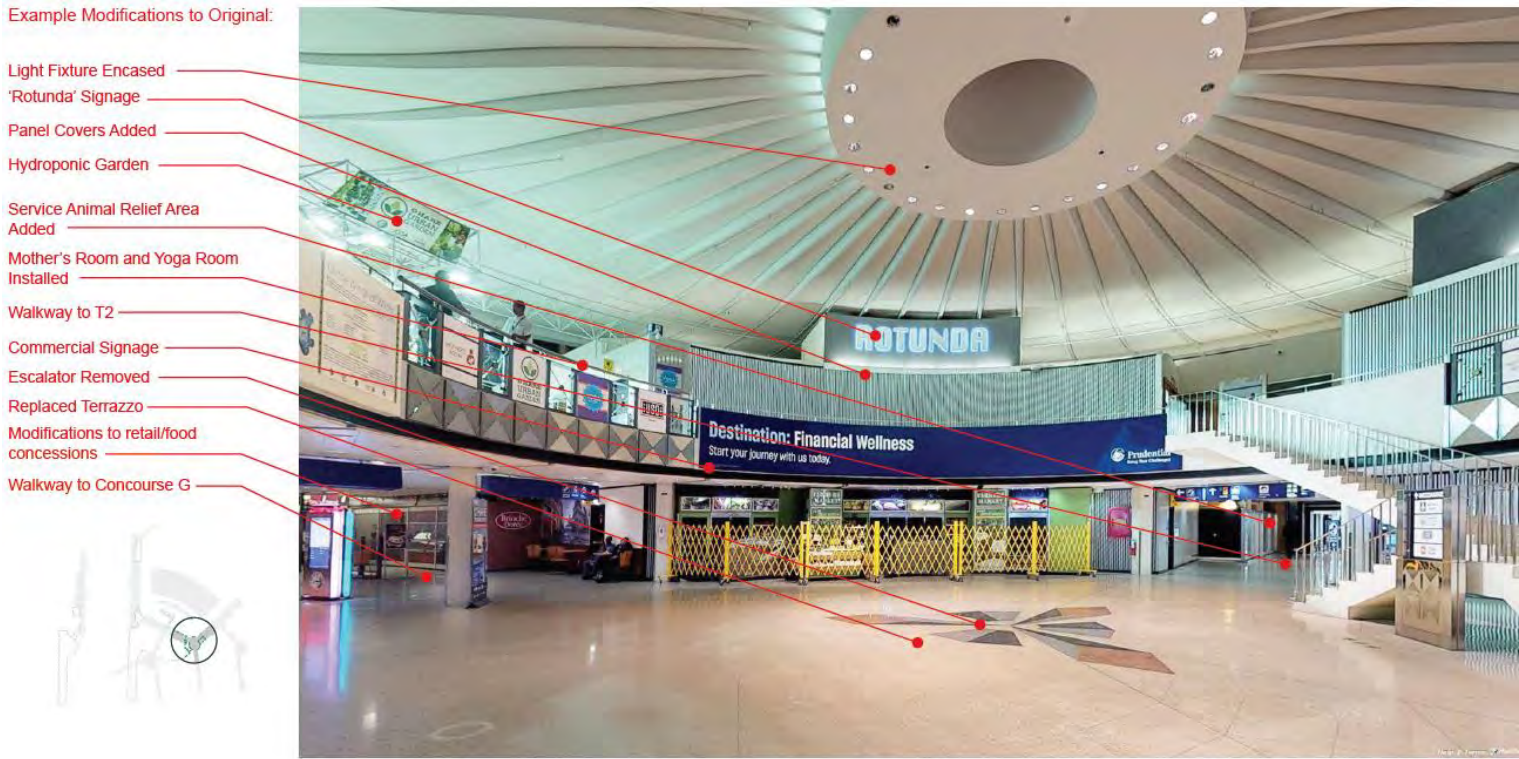
For those intending to join the meeting using the Zoom app on your computer, tablet, or mobile device: To have the best experience in the meeting, you will want to ensure you have the latest version of Zoom. To do this from your computer, log into your account and click on the icon with your initials in the upper right corner of your main dashboard and select "check for updates" (see below). To do this from your tablet or mobile device, check your App Store or Google Play Store updates to make sure your Zoom app is up to date.

We look forward to the meeting on the 13th.

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration
Office: 847-294-7354
Cell: 847-571-3425

Attachment 2. Side-by-side Current and Proposed Interior Views of the Rotunda

Rotunda – Current and Proposed Interior Views
December 21, 2021



Existing – Rotunda interior between Concourse G and T2 walkway.



Proposed – view from Rotunda to OGT.

Example Modifications to Original:

- Light Fixture Encased
- 'Rotunda' Signage
- USO Remodeled
- Artwork/Display Wrap
- Panel Covers Added
- Commercial Signage
- Flight Info Display Boards Added
- Modifications to Retail/Food Concessions
- Walkway to T3
- Replaced Terrazzo



Existing – Rotunda interior facing T3 walkway.



Proposed – Rendering of view from Rotunda interior facing T3 walkway.

Example Modifications to Original:

- Light Fixture Encased
- 'Rotunda' Signage
- Panel Covers Added
- Hydroponic Garden
- Mother's Room and Yoga Room Installed
- Commercial Signage
- Modifications to Retail/Food Concessions
- Artwork/Display Wrap
- Walkway to Concourse G
- Escalator Removed
- Replaced Terrazzo



Existing – Rotunda interior facing south to Concourse G and airfield.



Proposed – View from Rotunda to Concourse G and airfield.

Attachment 3. *Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions received via Email dated December 21, 2021 (January 2022)*



JANUARY 2022

[DRAFT]

Consultation Meeting #2 Follow Up:

Response to Federal Aviation Administration (FAA) questions received via email dated December 21, 2021

FAA QUESTION 1 – The height of the connector [between the O'Hare Global Terminal (OGT) and Rotunda] is 36'9" and matches the lower mullion of the upper window. Can it be lowered? Is there any justification for its height beyond connecting in at the mullion?

CDA RESPONSE: The proposed interface connecting walkway between the Rotunda and the OGT was preliminarily determined by the FAA to have no adverse effect. The CDA stands behind the final proposed design, which was developed working with the lead architect and balances functionality, architectural sensitivity, and respect of O'Hare's legacy buildings and was modified from the original proposal to avoid adverse effects. The height of the connecting walkway at the second mullion takes into consideration the need for architectural continuity and a weathertight building envelope, including structural, weatherproofing, and ease of construction.

The height and width of the connecting walkway must be of sufficient scale commensurate with an international terminal. Among one of the many requirements of the Rotunda is to function as an intersection that must facilitate intuitive wayfinding, as there would be a multitude of passenger decision points leading up to and within both the OGT and Rotunda. The height of the connecting walkway and interface with the Rotunda matches the anticipated expanded role the Rotunda will play in handling a substantial increase in passengers moving between Terminal 3 and the OGT. With the Proposed TAP and OGT, the Rotunda will expand its role as a connecting/through point for airport users as follows:

- Passengers ticketed at Terminal 3 and departing/transferring out of the OGT, Satellite 1 (S1), or Satellite 2 (S2)
- Passengers arriving or transferring from the OGT, S1, or S2 to Terminal 3
- Passengers moving between Terminal 1, OGT, and Terminal 3
- Landside/non-secure airport users/passengers
- Employees
- Goods and materials movement

By 2030 with the Proposed TAP/OGT, the volume of passengers flowing through the Rotunda is expected to increase more than 56 percent over 2019 passenger volumes, and over 640 percent more than occurred in 1965. By 2030, over 41,000 daily passengers are expected to travel through the Rotunda each day—the equivalent of the capacity of Wrigley Field or the entire population of Bartlett, IL. On an annual basis, over



JANUARY 2022

[DRAFT]

12 million passengers would flow through the Rotunda (almost the entire population of Illinois).

Today, the Rotunda mezzanine and supporting columns and low ceilings create a potentially confusing path of travel and hazards for passengers. The path of travel is not intuitive because line of sight is interrupted by the columns and turns in the circulation path. Low ceilings, columns, and other impediments require signage and passenger re-orientation.

One of the key purposes of the TAP is to provide updated facilities that comply with industry recommended guidelines. This is needed in order to efficiently accommodate current and forecast passenger activity and circulation of passengers, baggage, and goods in the terminal core. Based on research studies and aviation industry surveys, the number one factor that impacts the passenger wayfinding experience is the role of the architectural configuration.¹ To that end, ACRP Report 52: *Wayfinding and Signing Guidelines for Airport Terminals and Landside*, states: "It is imperative that airport planners understand the importance of wayfinding as part of the design process to create more intuitive architectural spaces where passengers know things instinctively."² ACRP Report 52 also states:

"Inside buildings, people use several cues or visual and spatial variables in order to find their way around. ...wayfinding is eased if there is direct visual access to the location that they are aiming towards...Therefore, the extent to which different parts of the building can be seen from other parts of the building can have a direct effect on the ease of wayfinding within that environment."

A ceiling that is too low poses challenges to wayfinding as it potentially limits sightlines for passengers to signage and to other areas of the terminal. Providing a connecting walkway with a low/constrained ceiling height at the vital connection point between the OGT and the Rotunda would hinder the ability to ensure efficient circulation of passengers in the terminal core. The connecting walkway ceiling height needs to provide enough space for signage, clear visual wayfinding, and flexibility in locating interior ramps to connect the Rotunda with the higher (5 feet) concourse floor elevation of the OGT.³

For all the reasons stated above (to achieve architectural continuity, a weathertight building envelope, straightforward structural connections, ease of construction, and to facilitate industry standard signage and wayfinding) we cannot connect at the low mullion. To achieve the 'lightest' touch connection possible at the Rotunda, the CDA determined

¹ Transportation Research Board, Airport Cooperative Research Program, ACRP Report 52: *Wayfinding and Signing Guidelines for Airport Terminals and Landside*, 2011 (page 100).

² Transportation Research Board, Airport Cooperative Research Program, ACRP Report 52: *Wayfinding and Signing Guidelines for Airport Terminals and Landside*, 2011 (page 101).

³ Transportation Research Board, Airport Cooperative Research Program, ACRP Report 25: *Airport Passenger Design*, Volume 1: Guidebook, 2010 (page 158).



JANUARY 2022

[DRAFT]

the height of the connector should be at approximately 36'9" to match the lower mullion of the upper window rather than at an arbitrary mid-point between the mullions.

FAA QUESTION 2 – It is understood that the floor level of the terrace is designed to match the OGT, which is proposed to be roughly five feet higher than the Rotunda. The floor level of the OGT is proposed so the apron level can be maintained throughout the building to support the most efficient airline operations at the terminal. Would there be any option to lower the terrace or for the terrace to be cut back to allow visitors to see the base of the Rotunda Building?

CDA RESPONSE: The floor level of the terrace is designed to match the Rotunda concourse level. The terrace is planned to have two points of access: one from the OGT utilizing a ramp and a second from the connecting walkway. Lowering the terrace would potentially create accessibility issues by requiring additional ramping or elevators/escalators to accommodate level changes to access the terrace.

Additionally, the area below the proposed terrace is required to house the apron level baggage and operational systems running between the OGT and Rotunda. The proposed elevation heights of the terrace and connecting walkways preserve the operational space necessary to accommodate new multiple lines of the baggage conveyance system between Terminal 3 and the OGT, as well as supporting building and operational systems. The proposed OGT-Rotunda and Rotunda-Terminal 3 walkway interfaces must each support six (6) baggage rights-of way along with associated space for maintenance, access, and servicing.

The baggage and operational systems will route through the Rotunda at the basement and apron (ground) levels. Therefore, the terrace could not be 'cut back' to allow views of the base of the Rotunda as it would expose the proposed baggage and operational systems. Finally, a critical benefit of the terrace is in providing new close-up access to the exterior of the Rotunda. Pulling the terrace back would diminish this attribute.

FAA QUESTION 3 – Will the terrace be a passthrough space as seems depicted on the rendering or will it be further developed as a nicely designed outdoor amenity space?

CDA RESPONSE: The terrace is intended to serve as an airside (secure) outdoor amenity space potentially to be used for concession space or airline lounge space. The terrace is planned to have two points of access: one from the OGT utilizing a ramp and a second from the connecting walkway. There would be no access provided directly to/from the Rotunda, so as to preserve the Rotunda's existing façade.

FAA QUESTION 4 – The following explanation of interior plans for the Rotunda is presented in the effect documentation – "Within the interior of the Rotunda, the existing non-original concession installations would be removed on the concourse level, returning it to a more open configuration. Interior features to remain include the original staircases



JANUARY 2022

[DRAFT]

to the mezzanine, oculus form and ribs in the ceiling, interior columns supporting the mezzanine level, and the original terrazzo floor. Modern signage, murals, and lighting and the non-original decorative terrazzo floor detail would be removed. The non-original concourse and mezzanine level finishes would remain, including the slatted metal covering over original wood ribbing along the interior walls and the decorative treatment of the mezzanine façade.”

Can you provide any more detail on the preservation or restoration of historic features on the interior of the Rotunda in particular in regard to the “shallow dome ceiling with its sunburst pattern including lighting will be fully preserved” – any additional explanation that can be provided for the “full treatment of the two-story open interior” and “the use of underutilized spaces.”

CDA RESPONSE: CDA intends to respect the architectural legacy of the Rotunda within the means of the TAP project. Through this process, the CDA has already spent two years to protect and further the architectural legacy of O’Hare, and in the future the CDA will continue to work to ensure the Rotunda’s architectural legacy is maintained. To be clear, the proposed TAP retains existing architectural and structural features, such as the Rotunda terrazzo floor, mezzanine, stairway, ceiling, ceiling lighting and roof top supporting structural cable system.

- Regarding: The “shallow dome ceiling with its sunburst pattern including lighting will be fully preserved.” The Rotunda ceiling and supporting structural cable system would not be affected by the proposed TAP and would remain as seen today.
- Regarding: The “full treatment of the two-story open interior.” The proposed TAP would include the removal and replacement of directional signage, and removal of existing non-original concession installations on the concourse level, returning it to a more open configuration. Concessionaire and operational functions as currently occur on the mezzanine level would not be affected by the proposed TAP. The two-story open interior is anticipated to essentially remain as seen today.
- Regarding: The “use of underutilized spaces.” The proposed TAP would remove existing concessionaires and associated interior, non-structural partitions on the concourse level to facilitate movement of passengers and goods between Terminal 3 and the OGT. On the concourse level, an interior landside walkway (approximately 20 feet wide) would be developed along the northeast wall abutting the existing Airport Traffic Control Tower to facilitate a continuous interior non-secure landside connection for airport users and passengers between the terminals. This area, currently occupied by concessions, would provide views of the Rotunda interior for those visiting the airport, but not processed through security.



JANUARY 2022

[DRAFT]

FAA QUESTION 5 – Consulting Parties have also requested the following and FAA welcomes CDA's comments on these items.

- Chicago Landmarks designation of the Rotunda

CDA RESPONSE: The CDA recognizes the architectural and historic significance of O'Hare facilities and has done much to preserve and enhance its facilities, which is consistent with the intent of a Landmarks designation. The proposed TAP retains existing architectural and structural features, such as the Rotunda's terrazzo floor, mezzanine, stairway, ceiling, ceiling lighting and roof top supporting structural cable system. The TAP also incorporates visually enhancing elements, such as the proposed terrace between the OGT and Rotunda, which will facilitate close-up views of the Rotunda façade.

The CDA also must be able to adopt and grow to be able to fulfill its role as a major, modern transportation hub by creating a safe, efficient, and modern transportation facility, and as noted, the need to continually meet passenger, security, and safety requirements.

Therefore, the CDA does not believe that a Landmarks designation is necessary for the Rotunda as the CDA has demonstrated its clear intent to preserve and protect the historic architecture at O'Hare and will continue to do so without a Landmarks designation. Additionally, the Rotunda is already recognized as a historic structure under federal law.

- Full restoration of the Rotunda

CDA RESPONSE: The proposed TAP retains the Rotunda in its entirety, and as noted, preserves existing architectural and structural features but does not include restoration of the Rotunda. The proposed TAP retains existing architectural and structural features such as the Rotunda terrazzo floor, mezzanine, stairway, ceiling, ceiling lighting and roof top supporting structural cable system. Through this process, the CDA has already spent two years to protect and further the architectural legacy of O'Hare. Separate from the TAP, the CDA has approved capital projects to maintain Rotunda building systems, and the CDA will continue to work to ensure the Rotunda's architectural legacy is maintained.

- Inclusion of interpretive display panels with the history of the Rotunda placed in the Rotunda terrace, and interior of the OGT connector

CDA RESPONSE: Both the FAA and the City of Chicago conducted extensive historical research and photo documentation, as shared during the Consultation process. The CDA supports making this information publicly available.

Additionally, the City of Chicago will consider development and placement of a display panel(s) with information and photo documentation on the history of the Rotunda and its architect Gertrude Kerbis.

Attachment 4. *Determination of Eligibility: O'Hare Telephone Building and Garage (Mead & Hunt, Inc., November 2019)*

**See Attachment G-2.8 for the
complete Telephone Building and
Garage Determination of
Eligibility**

G-4.4. Consulting Party Meeting #3 PowerPoint and Meeting Summary



**Federal Aviation
Administration**

Section 106 Consulting Party Meeting #3

Chicago O'Hare International Airport
Terminal Area Plan and Air Traffic
Procedures Environmental Assessment

January 13, 2022

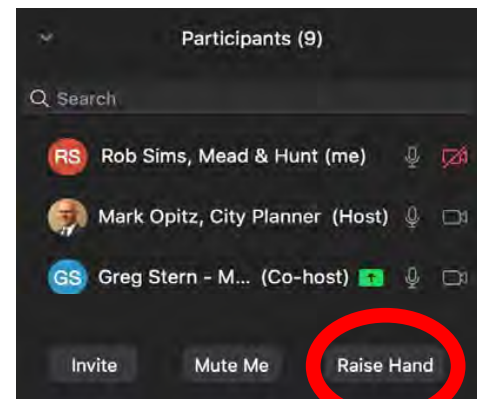
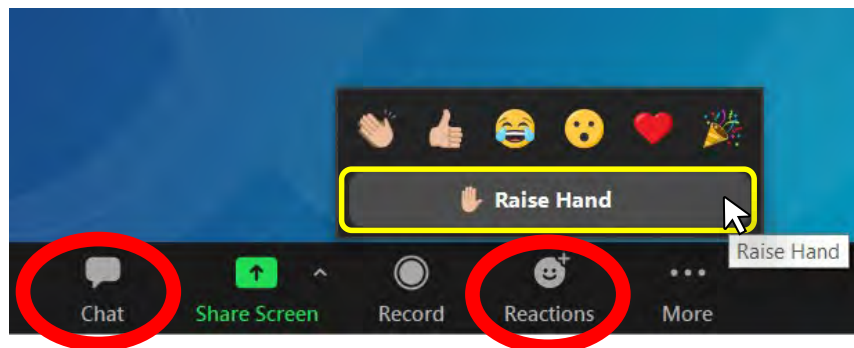


- **Please update your screen name**
 - Use “Your Name/Organization Name”
- **Please remain muted when not actively speaking**
- **This meeting is being recorded**



Meeting Logistics

- Brief presentation followed by open discussion
- We will read and address questions from the Chat.
- You can also use the Raise Hand function to ask a question. This is typically found under Reactions (near Chat) at the bottom of the screen. Alternately, you may need to go to the Participants tab or click on your name.



Meeting Logistics

- **If using audio via phone:**
 - Press *9 to raise your hand
 - Once you are recognized by the moderator, press *6 to unmute yourself
- **Participants will be called upon in the order hands were raised. Once you are called upon by the moderator, state your full name and organization and ask your question.**
- **Any questions not answered today will be responded to in writing.**



Introductions

- **Project Team Members**

- FAA, HMMH, Mead & Hunt, Purpose Brand

- **Presenters**

- Elisabeth Woodard – Meeting Moderator, Purpose Brand
 - Amy Hanson – Environmental Assessment Lead, FAA
 - Amy Squitieri & Christina Slattery –
Section 106 Consultant Leads, Mead & Hunt



Introductions

- **Section 106 Participants – Agencies**
 - Chicago Department of Aviation (CDA) – project sponsor
 - Federal Aviation Administration (FAA) – lead federal agency responsible for taking into account effects on historic properties
 - Illinois State Historic Preservation Office (SHPO) – advises federal agencies on Section 106 compliance in Illinois
 - Advisory Council on Historic Preservation – is informed of the project and has chosen not to participate unless adverse effects are determined



Introductions

- **Section 106 Participants – Confirmed Consulting Parties**
 - United Airlines
 - American Airlines
 - Jacobsen Daniels
 - DOCOMOMO Chicago
 - Landmarks Illinois
 - Preservation Chicago
 - The Chicago Women in Architecture Foundation
 - Potawatomi-Prairie Band of Potawatomi Nation
- **Additional Participants**



Agenda

- **Meeting #2 Recap**
 - Effect Finding
 - Summary of Responses to Questions
- **Input from Consulting Parties/Q&A**
 - Effect Document Questions
- **Next Steps**



Meeting #2 Recap

- **Assess Effects to Historic Properties**
- **Proposed Action**
- **Preliminary Finding of No Effect**
 - CDA Tower
 - Off-Airport Properties
- **Preliminary Finding of No Adverse Effect**
 - Terminal 1
 - Rotunda

Consult



Meeting #2 Recap

- **FAA distributed meeting summary and Q&A from Meeting #2**
- **FAA provided effect finding to consulting parties on 12/20/21**



Meeting #2 Recap

- **Highlights of responses to post-meeting questions**
 - Rotunda Interior: Mezzanine, staircase, columns, shallow dome ceiling and lighting, and terrazzo floor to remain. Non-original concessions to be removed.
 - Rotunda Exterior: Terrace feature allows for new views of the Rotunda. Terrace level is designed to match the concourse level of the OGT and provide consistent apron level (5 feet higher than the existing concourse level of Rotunda).
 - Chicago Landmark Designation: FAA not planning to pursue as part of this project. CDA intent is to preserve the Rotunda and is not planning to pursue.
 - Interpretive display: CDA will consider an interpretive display on the Rotunda and architect Gertrude Kerbis



Input from Consulting Parties

- **Role of Consulting Parties**
 - Consulting party status entitles the participant to share views, receive information, **offer ideas and consider possible solutions**
- **Discuss feedback on preliminary effect finding and effect documentation**



Your Questions and Input



Next Steps

- **Comments on effect document due by January 24, 2022**
- **Please provide any additional questions from this meeting to Amy Hanson (FAA) via email to amy.hanson@faa.gov by January 18, 2022.**
- **FAA will respond to questions by January 21, 2022**



Next Steps

- **If concurrence with No Adverse Effect, Section 106 process is complete**
- **Additional consultation if needed**
- **Preliminary de minimis impact determination under Section 4(f)**



Thank You!



Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment

Section 106 Consultation Meeting #3 – Meeting Summary

January 13, 2022 (2:00 pm CST)

Responses prepared January 21, 2022

Meeting Participants

Federal Aviation Administration (FAA) and Consultant Team

Amy Hanson, FAA

Catherine Basic, FAA

Gail Butler, FAA

Katherine T. Rooney, FAA

Deb Bartell, FAA

Patrick J. Wells, FAA

Rebecca MacPherson, FAA

Gregory Hines, FAA

Jimmy Hughes, FAA

Jose de Leon, FAA

Karen Everitt, FAA

Michael Lamprecht, FAA

Diana Wasiuk, HMMH

Brandon Robinette, HMMH

Christina Slattery, Mead & Hunt, Inc. (Mead & Hunt)

Amy Squitieri, Mead & Hunt

Colleen Bosold, Mead & Hunt

Ami Reese, Purpose Brand

Elisabeth Woodard, Purpose Brand

Veronica Yoeu, Purpose Brand

City of Chicago Department of Aviation (CDA) and Consultant Team

Aaron Frame, CDA

Alex Leon, CDA

Dominic Garascia, CDA

Robert Hoxie, CDA

Mort Ames, City of Chicago Law Department

Katie van Heuven, Kaplan Kirsch Rockwell (KKR – Legal Counsel for CDA)

Gene Peters, Ricondo

Julie Car, Ricondo

Daniel Klaiber, Chicago Department of Planning and Development – Historic Preservation Division

Invited Participants

Carol (CJ) Wallace, Illinois Historic Preservation Agency
Anthony Rubano, Illinois Historic Preservation Agency
Rita Baker, Illinois Historic Preservation Agency
Carey Mayer, Illinois Historic Preservation Agency
Justin Miller, DOCOMOMO Chicago
Ward Miller, Preservation Chicago
Mary Lu Seidel, Preservation Chicago
Lisa DiChiera, Landmarks Illinois
Ron LaDuke, American Airlines
Gregory Wheeler, United Airlines
Frannie Levar, United Airlines
Michael Hanlon, O'Hare Airline Liaison Office/Jacobsen Daniels
Eileen Franz, City of Elmhurst

Meeting Summary

The meeting was held to provide consulting parties an opportunity to ask questions and comment on the FAA's preliminary findings of effect for the various historic properties and the effect documentation (submitted to consulting parties on December 20, 2021). As discussed at consulting party meeting #2, the FAA made a preliminary determination of no effect to the CDA Control Tower, which was determined to be eligible for the National Register of Historic Places (National Register), and off-airport historic properties. The FAA has also made a preliminary finding of no adverse effect for Terminal 1 and the Rotunda (both of which have been determined eligible for the National Register). The proposed action does not meet the criteria of adverse effect and the alterations are consistent with the Secretary of the Interior's Standards for Rehabilitation.

A response to questions received during and following Consulting Party Meeting #2 was provided to consulting parties on January 12, 2022. A summary of responses to some of the most common questions was presented as follows:

- Rotunda interior: The mezzanine, staircase, columns, shallow dome ceiling and lighting, and terrazzo floor are proposed to remain. Non-original concessions would be removed.
- Rotunda exterior: The terrace feature allows for new views of the Rotunda. The terrace level is designed to match the concourse level of the O'Hare Global Terminal (OGT) and be consistent with the apron level (which is 5 feet higher than the existing concourse level of the Rotunda).
- Regarding the Chicago Landmark Designation: The FAA is not planning to pursue this as part of the project. The CDA's intent is to preserve the Rotunda and, therefore, the CDA is not planning to pursue this request.
- Interpretive display: The CDA will consider an interpretive display on the Rotunda and architect Gertrude Kerbis.

Questions and comments were raised on the following themes:

- Ward Miller respectfully disagreed with some of the findings. He would like to see more attention paid to the restoration of the Rotunda. He would also like to see the terrace pulled back from the Rotunda base so the foundation and the full proportions of the Rotunda are visible. Additional recommendations for consideration were to lower the height of the walkways, to add frit glass to simulate the location of original windows that are not visible due to the FAA building addition on the landside section of the Rotunda, restoration of the ceiling and lighting, further opening up of the two-story space, and bringing back the historic restaurant configuration.
 - For discussion of restoration plans for the Rotunda, see CDA response “Consultation Meeting #2 Follow Up: Response to Federal Aviation Administration (FAA) Questions received via Email dated December 21, 2021” (January 2022) provided to consulting parties on January 12, 2022. For discussion of the terrace and Rotunda interface, see CDA response “Consultation Meeting #3 Follow Up: Response to Federal Aviation Administration (FAA) question received via email dated January 19, 2022” (January 2022), which is provided in Attachment 1.
- Mary Lu Seidel was in support of Ward’s comments.
- Lisa DiChiera encouraged the Chicago Department of Planning and Development (DPD) and CDA to discuss landmark designation for the Rotunda. In particular for the DPD to note the understanding that landmark properties may have ongoing needs and changes and flexibility can be offered to accommodate this. Dan Klaiber from the DPD confirmed he heard this comment and would take it back to the DPD.
- Ward Miller asked about the interior of the Rotunda and opening it up for more public use.
 - The FAA noted that the non-original concessions in the Rotunda would be removed but programming was not yet developed.

The next steps in the Section 106 process were presented:

- Comments on the effect document should be submitted by January 24, 2022.
- Submit any additional questions from this meeting to Amy Hanson via email by January 18, 2022.
- The FAA will respond to questions by January 21, 2022.

If the State Historic Preservation Office concurs with the preliminary No Adverse Effect finding, the Section 106 process is complete. Additional consultation will be conducted if needed.

The FAA made a preliminary de minimis impact determination under Section 4(f) based on a finding of No Adverse Effect to historic properties under Section 106. The FAA notified consulting parties of this finding.

Follow-up Questions Received After the Meeting

Ward Miller and Mary Lu Seidel – Preservation Chicago

Letter received via email on January 20, 2022 (see Attachment 2)

1. Could the height of the connecting walkways be lowered? Visually from the exterior elevations it appears to split the Rotunda into quarters. A scaled-back height could minimize this negative visual impact from the original design.

Response: See previous response provided in *Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment, Section 106 Consulting Party Meeting #2 – Questions and Answers Summary (January 10, 2022)* submitted to consulting parties on January 12, 2022.

2. Could we see more renderings of the Rotunda Building's interior especially at the outer, two-story perimeter glass curtain wall – including the mezzanine level?

Response: Please see renderings provided in effect documentation submitted to consulting parties on December 20, 2021. No additional renderings are being prepared.

3. Can you do further research on when the railings in the Rotunda Building were replaced? Were all the railings replaced or just parts of them? Could the original railings be restored? It's not currently part of the scope of work, but in a reimagined and elevated restoration effort it would bring great character back to this space.

Response: See previous response provided in *Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment, Section 106 Consulting Party Meeting #2 – Questions and Answers Summary (January 10, 2022)* submitted to consulting parties on January 12, 2022.

4. Echoing the comments of Landmarks Illinois at the December meeting, we would like to see side-by-side photos and renderings of the exterior and interior of the Rotunda Building as it is now and as it is planned to look based on current FAA scope.

Response: For interior side-by-side photos see Attachment 2 in *Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment, Section 106 Consulting Party Meeting #2 – Questions and Answers Summary (January 10, 2022)* submitted to consulting parties on January 12, 2022. Exterior side-by-side photos and renderings were provided via email with the Consulting Party Meeting #2 summary on December 20, 2021.

5. We continue to be alarmed by obscuring the lower level of the Rotunda Building. We had some dialogue about this at the January meeting, but we still urge you to fully vet options to minimize this negative impact. Can we see an option where the plaza cuts back 20 feet from Rotunda Building, following the same radius of the glass curtain wall and building?

Response: For discussion of the terrace and Rotunda interface, see CDA response “Consultation Meeting #3 Follow Up: Response to Federal Aviation Administration (FAA) question received via email dated January 19, 2022” (January 2022), which is provided in Attachment 1.

6. Could we see a study of what will become of the 1960s CF Murphy work at O'Hare once this project is complete?

Response: The firm of Naess & Murphy (later renamed CF Murphy Associates) prepared the master plan for O'Hare and designed the Rotunda, Terminal 2, Terminal 3 and the Heating and Refrigeration Plant (H&R Building). Of these buildings, only the Rotunda was determined eligible for the National Register of Historic Places while the others are not eligible. The Rotunda will remain and retain a number of existing architectural and structural features as outlined in *Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment, Section 106 Consulting Party Meeting #2 – Questions and Answers Summary (January 10, 2022)* submitted to consulting parties on January 12, 2022. Terminal 2 will be removed as part of the proposed project. Terminal 3 and the H & R Buildings will remain. One gate will be added to Terminal 3 Concourse L Stinger. No changes are proposed for the H & R Building. For more information on the proposed project see Appendix A: Scoping Package in the effect documentation provided to consulting parties on December 20, 2021.

7. Would you pursue a Chicago Landmark designation in partnership with the FAA, the Chicago Department of Planning and Development, and the Chicago Department of Aviation for the Gertrude Kerbis-designed Rotunda/Seven Continents Building?

Response: See previous response provided in *Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Actions Environmental Assessment, Section 106 Consulting Party Meeting #2 – Questions and Answers Summary (January 10, 2022)* submitted to consulting parties on January 12, 2022.

Attachment 1. “Consultation Meeting #3 Follow Up: Response to Federal Aviation Administration (FAA) question received via email dated January 19, 2022” (January 2022)



JANUARY 2022

[DRAFT]

Consultation Meeting #3 Follow Up:

Response to Federal Aviation Administration (FAA) question received via email dated January 19, 2022

FAA QUESTION (Received 1/19/2022; see also CDA Response to FAA Question #2 provided 1-6-2022) – Is it possible for the exterior terrace to be pulled back from the Rotunda base so the foundation and the full proportions of the Rotunda are visible?

CDA RESPONSE: No, it is not practical, feasible, or prudent to pull the terrace back from the Rotunda base. The area under the terrace is required to house the apron level baggage system, truck dock, refuse and recycling containers, loading dock, and other operational support systems running between the OGT and Rotunda. The proposed elevation heights of the terrace and connecting walkways preserve the operational space necessary to accommodate new multiple lines of the baggage conveyance system between Terminal 3 and the OGT, as well as supporting building and operational systems. The proposed OGT-Rotunda and Rotunda-Terminal 3 interfaces must each support six (6) baggage rights-of way along with associated space for maintenance, access, and operations.

Additionally, the baggage and operational systems will route through the Rotunda at the basement and apron (ground) levels. Even if the terrace was 'pulled back' from the Rotunda base, the aforementioned critical functions at the apron level (baggage system, truck dock, refuse and recycling containers, loading dock, and other operational support systems) running between the OGT and Rotunda would remain. Therefore, the terrace could not be 'cut back' to allow views of the base of the Rotunda as it would expose the proposed baggage and operational systems. Finally, a critical benefit of the terrace is in providing new close-up access to the exterior of the Rotunda. Pulling the terrace back would diminish this attribute.

Attachment 2. Preservation Chicago Letter (January 20, 2022)

January 20, 2022

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

RE: Terminal Area Plan & Air Traffic Environmental Assessment Section 106 Consultation Meeting #3

Dear Ms. Hanson:

Thank you again for the opportunities to participate in the Section 106 Review for O'Hare expansion, which includes improvements adjacent to and including the Rotunda Building, designed by renowned architect Gertrude Lempp Kerbis.

From our perspective, we are especially interested in changes that impact the Rotunda building. Gertrude Lempp Kerbis was a groundbreaking architect, accomplishing designs that were not often made available for women architects. Her remarkable work on the Jet Age-designed Rotunda building was featured in Preservation Chicago's 2019 Chicago 7 Most Endangered report.

<https://preservationchicago.org/2019/03/04/seven-continents-building-ohare-rotunda-building/>

Gertrude Lempp Kerbis was one of the first women at the forefront of Chicago architecture working in the modern style in the early 1960s. Kerbis designed the Seven Continents/Rotunda Building using an elaborate structural system consisting of one mile of heavy bridge cables spanning a 190-foot ceiling and measuring approximately five inches in thickness, considered by some to be a structural feat. This system resembles a sunburst pattern sheathed in concrete visible from the floor of this unique circular, public, two-story space.

Today, the Rotunda Building remains largely intact but has faded from public use due to the closing of the original restaurants, the expansion of O'Hare Airport and the difficulty of accessing the building beyond security checkpoints. There is an extraordinary opportunity here to restore and elevate this Kerbis-designed Rotunda Building into O'Hare's modernization efforts.

We have remarkable examples of modernization and restoration working well together at the Eero Saarinen-designed TWA terminal at Kennedy Airport in New York and the Los Angeles International Airport Theme Building (designed by Pereira and Luckman). It is possible to modernize and improve

airport designs while also retaining the glory of the Jet Age design era. The community has responded well to these restoration efforts.

When the Rotunda Building work was completed and President John F. Kennedy was invited to the dedication of the building, Kerbis' children remind us that Kerbis herself was disinvited from attending this dedication. We have witnessed enough history where women have been marginalized. The Rotunda Building offers an opportunity to not just keep this historic building but to elevate it and celebrate MidCentury architecture *and* the remarkable Gertrude Lempp Kerbis.

This multi-billion-dollar O'Hare expansion project is wonderful, and we are hopeful to see a significant contribution to the Rotunda Building's complete restoration in accordance with the Secretary of Interior Standards. We could focus on restoring the ceiling, lighting, walls, railings, and any furnishings within the Rotunda Building as a part of this modernization effort. In the scope of the entire project, it would not seem to be overwhelming work to restore and honor this seminal commission by Gertrude Lempp Kerbis.

As we have expressed before, we welcome the opportunity to tour the Rotunda Building with FAA representatives and/or consultants. With such a tour, we can better talk through the impacts, understand more completely the planned modifications to the building, and inspire ideas to honor the Rotunda Building and restore it to its original brilliance. There are minimum standards that need to be met to get this project started, but we are excited by the potential of restoring the extraordinary Rotunda Building.

We list below the questions we are still awaiting responses and clarifications on from our previous meetings:

1. Could the height of the connecting walkways be lowered? Visually from the exterior elevations it appears to split the Rotunda into quarters. A scaled-back height could minimize this negative visual impact from the original design.
2. Could we see more renderings of the Rotunda Building's interior especially at the outer, two-story perimeter glass curtain wall – including the mezzanine level?
3. Can you do further research on when the railings in the Rotunda Building were replaced? Were all the railings replaced or just parts of them? Could the original railings be restored? It's not currently part of the scope of work, but in a reimagined and elevated restoration effort it would bring great character back to this space.
4. Echoing the comments of Landmarks Illinois at the December meeting, we would like to see side-by-side photos and renderings of the exterior and interior of the Rotunda Building as it is now and as it is planned to look based on current FAA scope.
5. We continue to be alarmed by obscuring the lower level of the Rotunda Building. We had some dialogue about this at the January meeting, but we still urge you to fully vet options to minimize this negative impact. Can we see an option where the plaza cuts back 20 feet from Rotunda Building, following the same radius of the glass curtain wall and building?

6. Could we see a study of what will become of the 1960s CF Murphy work at O'Hare once this project is complete?
7. Would you pursue a Chicago Landmark designation in partnership with the FAA, the Chicago Department of Planning and Development, and the Chicago Department of Aviation for the Gertrude Kerbis-designed Rotunda/Seven Continents Building?

Thank you again for facilitating this process. We look forward to further contributing to conversations about ways to best restore and honor the Rotunda Building. We have attached three historic photos of the extraordinary building.

Sincerely,



Ward Miller
Executive Director



Mary Lu Seidel
Director of Community Engagement

cc: Samir Mayekar, Deputy Mayor, City of Chicago
Maurice Cox, Commissioner, Department of Planning & Development, City of Chicago
Kathleen Dickhut, Department of Planning & Development, City of Chicago
Dijana Cuvalo, Department of Planning & Development, City of Chicago
Matt Crawford, Department of Planning & Development, City of Chicago
Dan Klaiber, Department of Planning & Development, City of Chicago
Kandalyn Hahn, Department of Planning & Development, City of Chicago
Amy Squitieri, Federal Aviation Administration
Elizabeth Woodard, Federal Aviation Administration
Anthony Rubano, State Historic Preservation Office
CJ Wallace, State Historic Preservation Office
Carey Mayer, State Historic Preservation Office
Justin Miller, Docomomo Chicago
Lisa DiChiera, Landmarks Illinois



ARCHITECT ON RECORD
DESIGNER
PROJECT
DATE
AUTHORSHIP: Solely Responsible for Design

C. F. MURPHY AND ASSOCIATES
GERTRUDE LEMPP KERBIS
O'HARE INTERNATIONAL AIRPORT: SEVEN CONTINENTS BUILDING
1963





ARCHITECT ON RECORD

DESIGNER

PROJECT

DATE

AUTHORSHIP: Solely Responsible for Design

C. F. MURPHY AND ASSOCIATES

GERTRUDE LEMPP KERBIS

O'HARE INTERNATIONAL AIRPORT: SEVEN CONTINENTS BUILDING

1963

G-4.5. Advisory Council on Historic Preservation Correspondence



November 29, 2021

Ms. Amy Hanson
Environmental Protection Specialist
Chicago Airports District
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, IL 60018

Ref: *Terminal Area Plan and Air Traffic Actions at Chicago O'Hare International Airport*
Chicago, Cook County, Illinois
ACHP Project Number: 017707

Dear Ms. Hanson:

On August 30, 2021, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the initiation of Section 106 consultation regarding the referenced undertaking. Based upon the information you provided, we have concluded that our participation at this time, pursuant to Section 800.2(b)(1), of our regulations, "Protection of Historic Properties" (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act, may be premature.

The Federal Aviation Administration (FAA) should continue consultation with the Illinois State Historic Preservation Officer, Indian tribes and other consulting parties, as appropriate, to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If you determine, through consultation, that the undertaking will adversely affect historic properties and that a Section 106 agreement document (Agreement) is necessary, FAA must notify the ACHP of the finding of adverse effect and provide the documentation detailed at 36 CFR § 800.11(e). In the event that this undertaking is covered under the terms of an existing Agreement, you should follow the process set forth in the applicable Agreement.

If you have any questions or require our further assistance at this time, please contact Ms. Katharine Kerr at (202) 517-0216 or by e-mail at kkerr@achp.gov and reference the ACHP Project Number above.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION
401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov